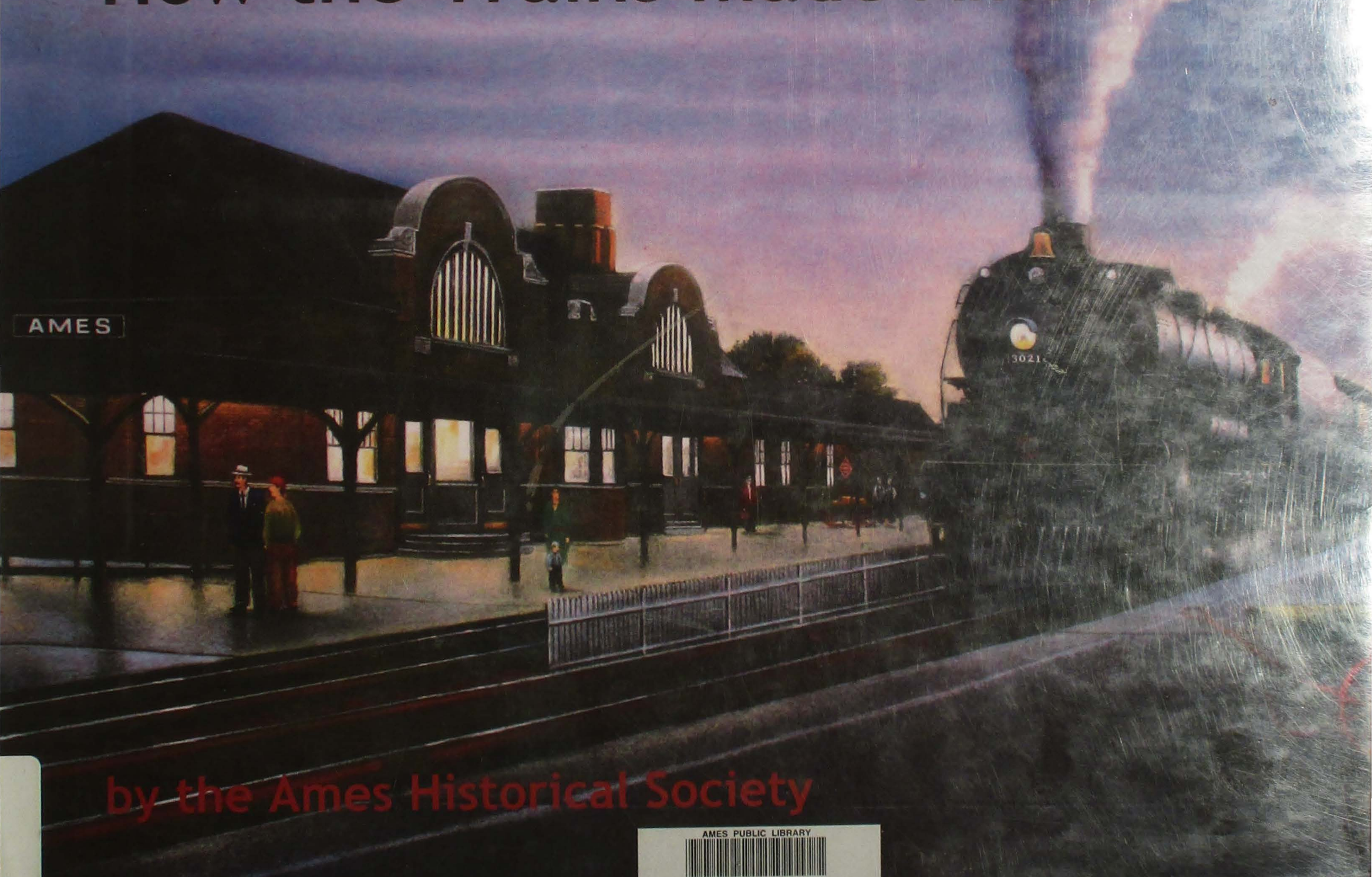
Rail Reality:
How the Trains made Ames



by the Ames Historical Society

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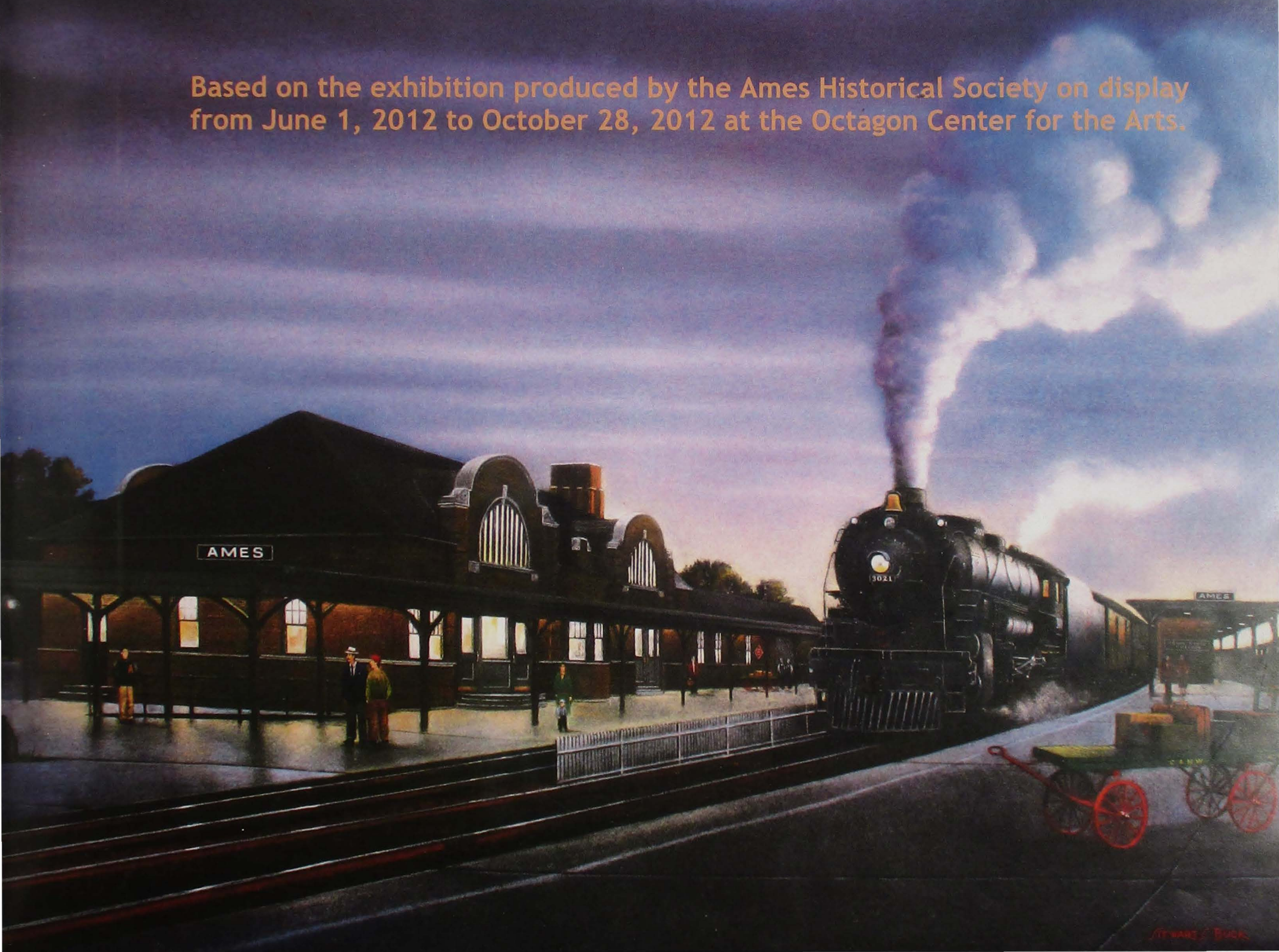
Rail Reality:
How the Trains made Ames

Based on the exhibition produced by the Ames Historical Society on display from June 1, 2012 to October 28, 2012 at the Octagon Center for the Arts.



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At right: Kathy Svec and Peggy Baer, two of the three exhibit coordinators, at the Exhibition Opening.

Cover image by Stewart Buck (Depot at Dawn)

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blurb

This book documents the 2012 exhibition prepared by the Ames Historical Society in Ames, Iowa - **Rail Reality: How the Trains made Ames**. Many people helped to prepare the exhibition and we are grateful to all of them.

This exhibition would not have been possible without the generous support and assistance from the Union Pacific Railroad and Union Pacific Foundation. Their financial support and permission to use archival photos and the railroad's 150th Anniversary material was critical to the success of the exhibit. We especially thank Brenda Mainwaring and Beth Lindquist for their time and assistance in making this exhibition a success. This book celebrates the 150th anniversary of the founding of the Union Pacific Railroad in 1862.

We acknowledge Farwell T. Brown's many contributions to preserving the history of Ames. In addition to founding the Ames Historical Society, Farwell's writing and his collections of photographs and artifacts are the basis of all the work that we do today. Many images in this book came from his collection. Although Farwell passed away in 2010 at nearly 100 years of age, his legacy endures.

We dedicate this volume to Alan Spohnheimer, who was the Society administrator during this exhibition. He was seriously injured on August 31, 2012, and we hope for his recovery and future good health.

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Introduction

In 2009, the Ames Historical Society realized that there were three significant anniversaries on the horizon for the City of Ames:

- 2012 - the 150th Anniversary of the Union Pacific Railroad, the only railroad in Ames
- 2013 - the 100th Anniversary of the Iowa Department of Transportation in Ames
- 2014 - the 150th Anniversary of the founding of the City of Ames

They were an amazing coincidence for the Ames community and a reason for celebration!

The Ames Historical Society applied for a major grant from the Union Pacific Foundation to fund exhibits commemorating the three anniversaries. In February 2010, the Society was awarded $13,000.

Planning for "Rail Reality: How the Trains Made Ames" began in earnest in early 2011 with a trip to the Union Pacific Museum in Council Bluffs. Because the Ames Historical Society did not yet have exhibit space for large-scale shows, we partnered with the Octagon Center for the Arts to use their three galleries.

Ames Historical Society wishes to thank its staff - Dennis Wendell, Alan Spohnheimer and Margaret Vance – and the following organizations and individuals for their involvement:

Exhibition Sponsors:
Octagon Center for the Arts, Union Pacific Foundation; Friends of the Union Pacific Museum; Union Pacific Railroad; Alliant Energy Foundation; Ames Convention and Visitors Bureau; Kate Shelley Division of the National Model Railroad Association (NMRA); Bryan Anderson, Roger Berger

Exhibition Contributors:
Joe Pierson & Chicago & North Western Historical Society; State Historical Society of Iowa; Ames Town & Country Kiwanis; Ian MacGillivray & Iowa Transportation Museum; Ames Tribune, Karin Sevde & Sevde Storage, Trains Magazine, Ames Parks & Recreation Dept., Ames Laboratory of the US Dept. of Energy, Dick Steffan, Bob Drenth, Heather Johnson, Beth Lindquist, Brenda Mainwaring, Hank Zaletel & Iowa Dept. of Transportation; Ames Public Library's Farwell T. Brown Photo Archive, Jim Graham, Chuck Mischke, NMRA members Bob Folkmann, Al Warren and Dave Yetter, Carol Lauber of Caboose Stop Hobbies, Deb Spohnheimer, Dorian Stripling,Tom Randall Community Truck, Blue Moon Moving Company

Exhibition Coordinators:
Peggy Baer, Bob Bourne, Kathy Svec

Exhibition Graphic Design:
Larrison Seidle

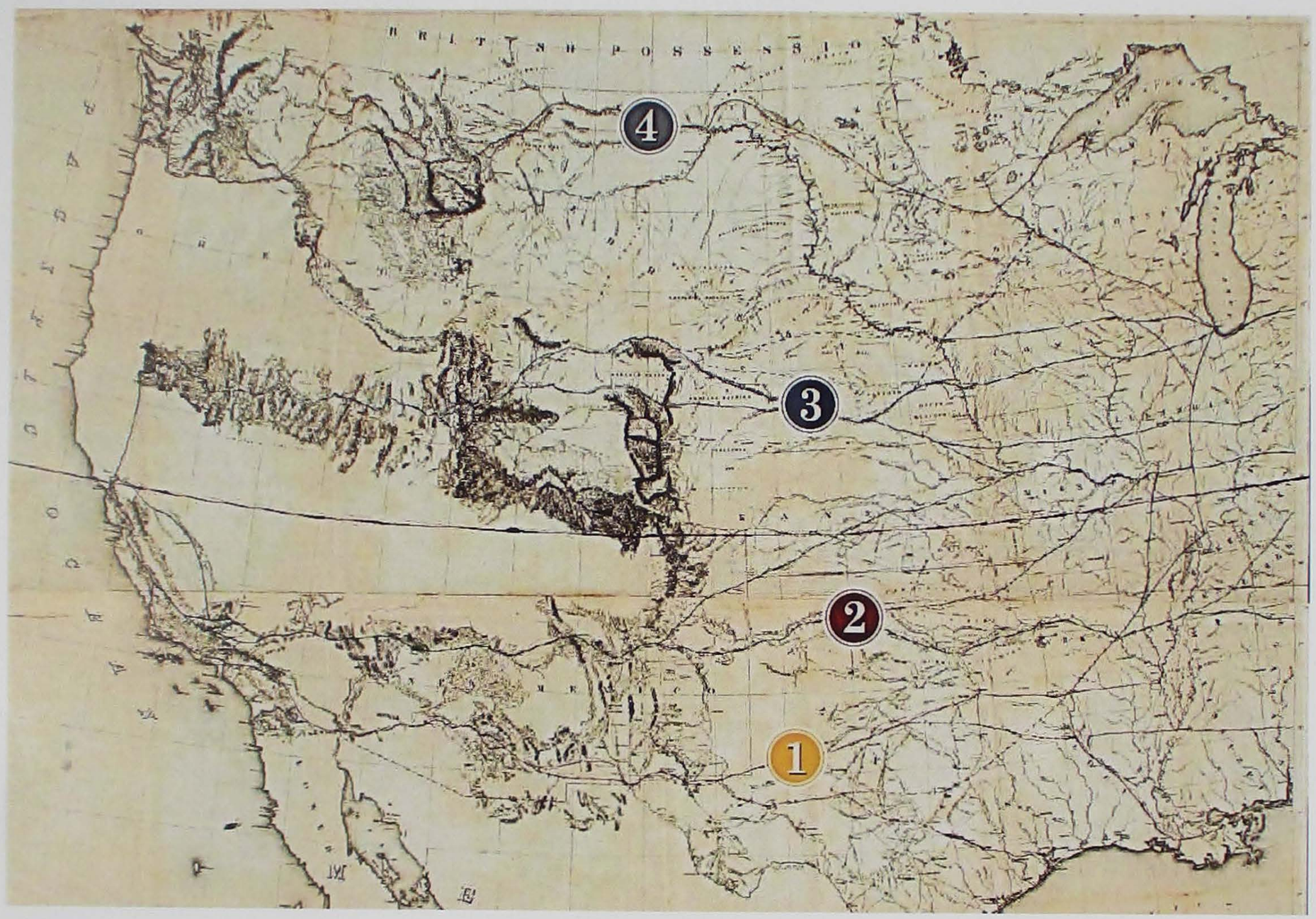
EXHIBIT COORDINATORS

Peggy Baer worked in the Railroad Office of the Iowa Department of Transportation from 1980 to 2008, serving as Rail Office Director from 2001 to 2008. The experience and personal knowledge gained during her employment contributed significant information to the chapters on the 1960's and 1980's, as did her familiarity with industry contacts at the Union Pacific Railroad. She is also a thorough and organized researcher able to track down key facts needed to complete the narrative we wanted to share. In addition, Peggy's grant writing expertise helped to win funding for this project.

Bob Bourne worked for the public transit system serving Ames, CyRide, from 1981 to 2006 as the Transit Director. He is now a consultant specializing in small bus systems. A life-long rail enthusiast, Bob contributed in-depth knowledge about the Ft. Dodge, Des Moines, & Southern Railway as well as predecessor railroads in Iowa. He is an Ames Historical Society board member and is also actively involved with the Iowa Railroad Historical Society and Museum in Boone, Iowa.

Kathy Svec is an Ames native who worked for the Iowa State University Memorial Union for 32 years, serving in several capacities including exhibits coordinator and marketing manager. Kathy has also been a member of the Board of the Ames Historical Society since 1989, serving most of those years as president. She contributed a deep knowledge of Ames and Iowa State history, including the segment on the WWII Manhattan Project in Ames based on materials from her late father's papers. Most importantly, Kathy contributed her "artful eye" in designing the exhibition and her marketing know-how to promote it.

Chapter 1: 1850's to 1870's
SETTING THE ROUTE TO THE PACIFIC



As early as 1832, there was intense interest in connecting California to states east of the Mississippi River. In the 1840's, the need for a railroad to the Pacific was one of the great public issues of the day. Although Congress failed to act, other factors kept interest high:

- the acquisition of California after the Mexican War
- the discovery of gold in California
- the settlement of the frontier
- the success of eastern railroads
- the need for better postal service

Lawmakers supported linking the country by rail, but could not agree on where the tracks should start in their movement west. To resolve the debate, the 1853 Army Appropriation Act provided money for the Army Topographic Corps "to ascertain the most practicable and economical route for a railroad from the Mississippi River to the Pacific Ocean."

Secretary of War Jefferson Davis was directed to survey four possible routes from the Missouri River to the Pacific. The surveys showed four workable routes:

1. The southern line of the 32nd parallel - 2050 miles
2. The southern line of the 35th parallel - 2141 miles
3. Platte Valley or central route - 1772 miles
4. Northern route - 2308 miles

However, northern politicians didn't like the southern routes and southern politicians didn't like the northern routes. The disagreement was complicated by the issue of expansion or abolition of slavery. In 1861, when Southern states began seceding from the Union, those who wanted the southern routes disappeared from Congress.

The Pacific Railway Act, approved on July 1, 1862 and signed by President Abraham Lincoln, settled the question. The transcontinental railroad would start in Council Bluffs/Omaha and build west - to join the Central Pacific Railroad building east from Sacramento.

LAND GRANT

The government did not have money to fund railroads so between 1850 and 1872, public lands were transferred to the States to promote railroad construction. The states then granted these parcels to railroad developers. In 1862, Congress began making land grants directly to the railroads.

The Railway Act's original title was: "An act to aid in the construction of a railroad and telegraph line from the Missouri River to the Pacific Ocean and to secure to the government the use of the same for postal, military, and other purposes."

There were conditions to the grants - the companies had to construct the railroads within a specified period, had to provide railroad services in perpetuity and had to haul military and postal freight at reduced rates.

From 1850 to 1871, the railroads were offered more than 175 million acres of public lands. But, because of construction failure, financial collapse and lawsuits they were sometimes not able to officially take title, so some land was returned to the government. The railroads could use the land to build on or sell it to generate money for construction. The railroad companies became, in effect, the agents for federal and state public lands development.

IOWA RAILROAD DEVELOPMENT

On December 28, 1846, the southeastern portion of the Iowa Territory was admitted to the Union as the State of Iowa. On September 1, 1853, ground was broken in Davenport for the first track laid in Iowa, the same year that Story County was organized.

On May 15, 1856 Congress passed the "Railroad Grant" that transferred land to the State of Iowa for the purpose of "internal improvement" - or railroad building from the Mississippi to the Missouri River. The Iowa General Assembly accepted this grant in July 1856 and turned it over to several railroad companies. All the railroad companies working in Iowa accepted the grants,

except the Iowa Central Line. Their grant was later transferred to the Cedar Rapids and Missouri River Railroad, which eventually received 775,000 acres through land grants. Land grants had a major impact on the development of Ames - the federal and state governments used them to encourage development of both railroads and colleges.

THE RACE ACROSS IOWA

Iowa had "railroad fever"! Three railroads competed to cross Iowa to Council Bluffs/Omaha, the starting location for railroad construction to California:

#1 - In 1853, the Mississippi & Missouri Railroad built west from Davenport to Iowa City and southwest to Muscatine until 1856 when it went bankrupt. The Rock Island took over the M&M in 1866 and reached Council Bluffs in 1869, coming in second.

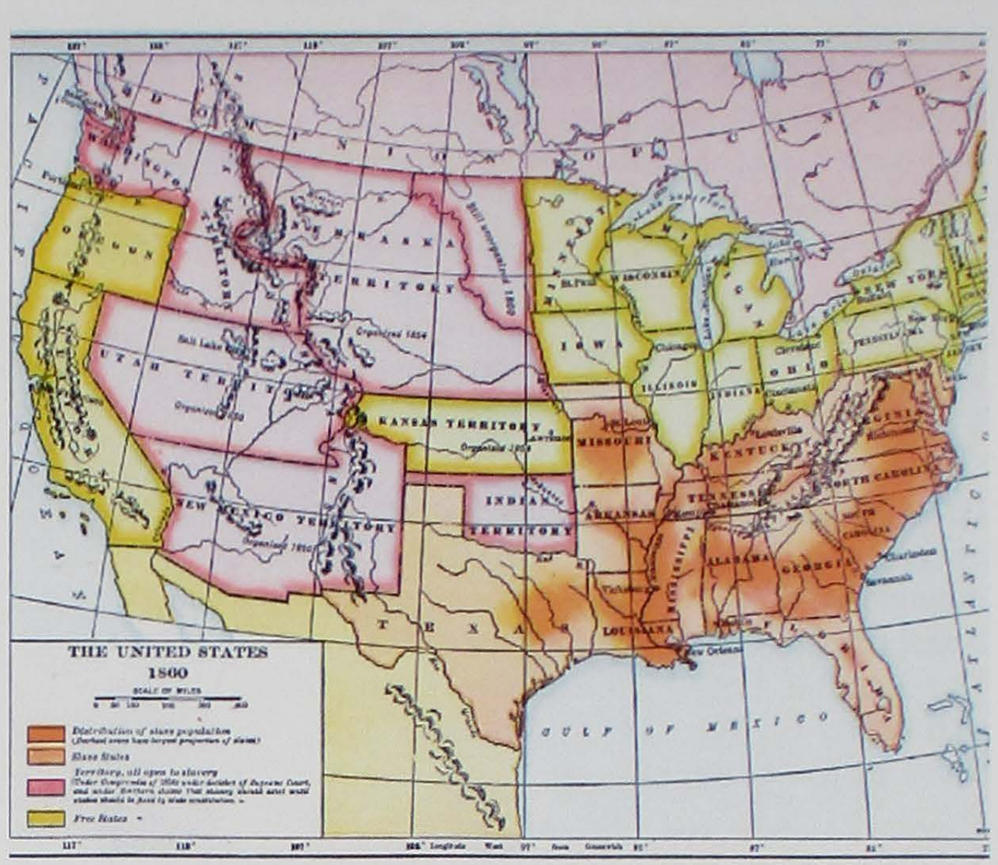
#2 - In 1856, the Burlington & Missouri River Railroad was building west from Burlington. Despite having able management and stable monetary support, it came in last, reaching Council Bluffs in 1869.

#3 - Also in 1856, the Chicago, Iowa & Nebraska Railroad began at Clinton, reaching Cedar Rapids in 1859. In 1860, the Cedar Rapids & Missouri River Railroad (CR&M) proceeded west from Cedar Rapids to the Missouri River.

Key to the CR&M's success was obtaining the land grant of the defunct Iowa Central Air Line. The CR&M, with its land grant and generous financial backing, also had John Blair, the "human dynamo let loose in railway-mad Iowa" to provide relentless drive.

Blair was owner, manager, and financier. He had power, money, and engineering talent. While others waited for funds or a nod from the front office, Blair was in the field building. By 1862, the CR&M built from Cedar Rapid to Marshalltown. In 1864, it reached Nevada and in 1865, Ames and Boone. The CR&M became the Chicago & North Western (C&NW) in 1865.

On September 15, 1866, the C&NW broke ground for the Council Bluffs depot and on Tuesday, January 22, 1867,



The United States 1860
Dixon Ryan Fox, *Harper's Atlas of American History* (New York, NY: Harper & Brothers Publishers , 1920)
Downloaded from *Maps ETC*, on the web at http://etc.usf.edu/maps [map #03339]

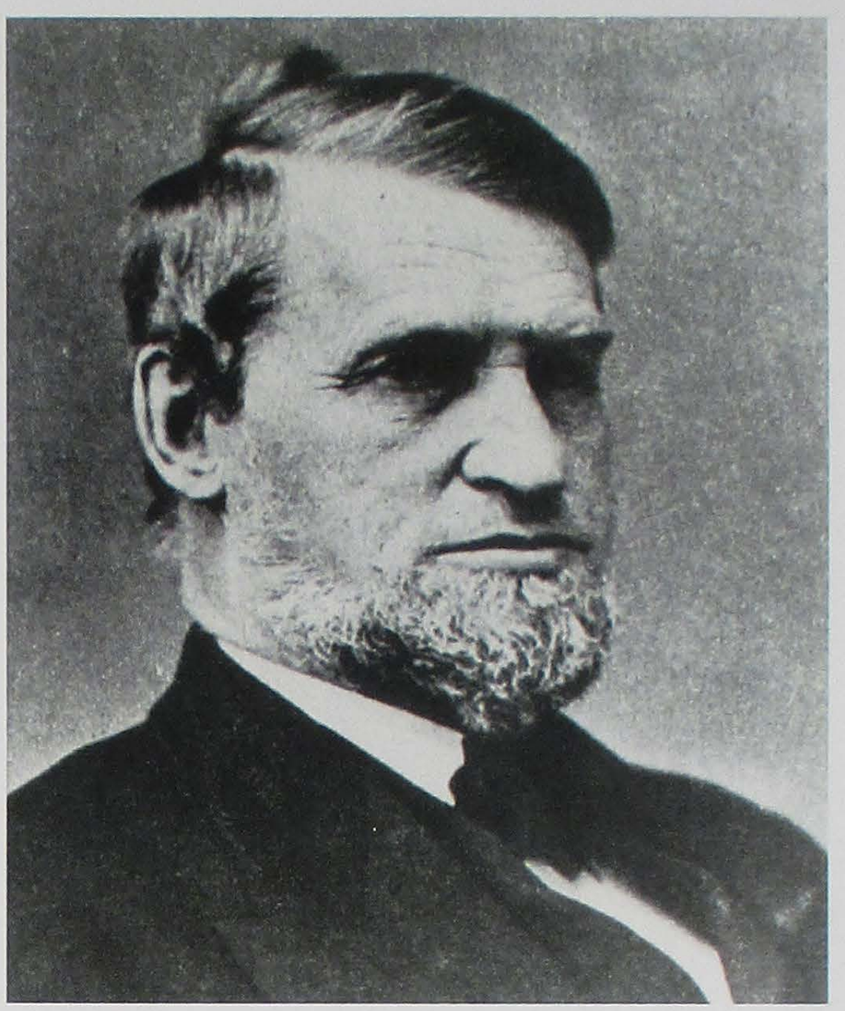
laid the last rail in front on the new station - the first railroad to cross Iowa!

MISSISSIPPI RIVER BRIDGE

Construction on a bridge over the Mississippi River started in 1858, replacing a cumbersome ferry. The following year a seven-span McCallum wood truss connected Fulton, Illinois with Little Rock Island, 1,400 feet from shore. In 1864, the deeper western channel of the Mississippi from the Island to Clinton was bridged by Howe truss spans.

MISSOURI RIVER BRIDGE

Until 1872, railroad construction supplies were ferried across the Missouri River, or in the winter, on temporary tracks laid cross the ice. Bridge construction took from 1870 to 1872. There were eleven spans, 250 feet long, 60 feet above the water. The cost was $2.9 million! With its completion, there was a continuous line of track from New York to Sacramento.



RAILS INTO STORY COUNTY

Allen's 1887 *History of Story County* stated, "Railway construction has done more to develop Story County than any other one cause"!

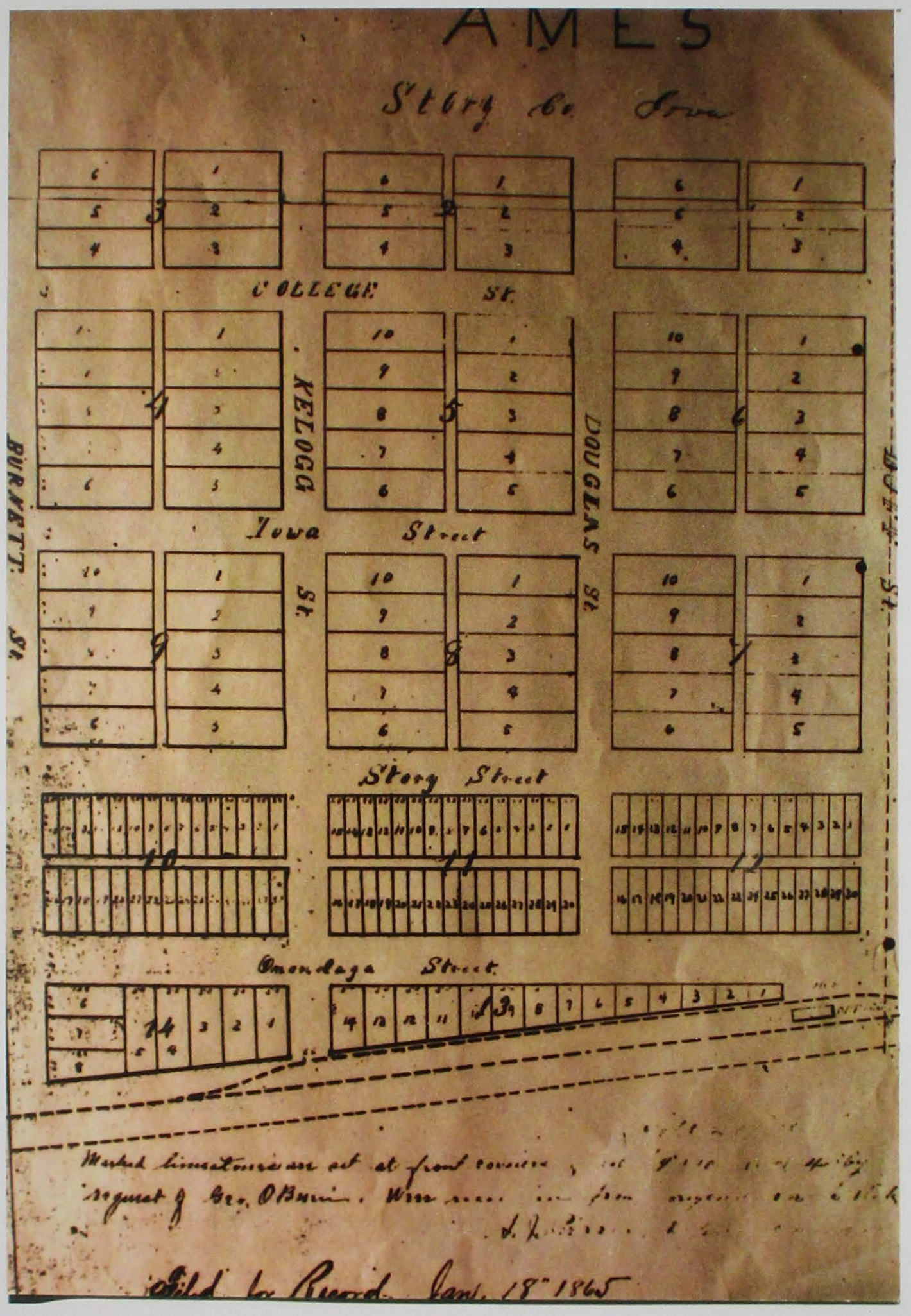
Lack of transportation hindered the growing young county of "frog-ponds and skunk bottoms". The citizens of Nevada wanted a railway to connect the county seat with one of the proposed east-west lines that were to cross the state.

In 1850 Congress approved "Swamp Land" grants to several states, including Iowa. A congressional act of March 29, 1860, gave Iowa citizens the right to vote its swamp lands for railway purposes. In 1863 Story County voted to give 6712 acres of swamp land to secure a railway.

AMES PLATTED

In 1864, John Blair (above left) and the Cedar Rapids & Missouri River Railroad moved into Story County. Local settler, Cynthia Duff, assisted him with negotiations among landowners. In December, Blair's engineer, Charles Irish, laid out streets for a town Blair called "Ames". The town was named for one of the men who provided financing for his railroad's construction - Oakes Ames, of Massachusetts (above right). The first depot was built early in 1865, and from then on, the railroad dominated the growth of Ames.

The narrow gauge Des Moines & Minnesota Railroad reached Ames from Des Moines on July 27, 1874, the first north-south line in Story County. In 1877, Lafayette Township voted a 5 mil tax to extend the line to Story City and, as the Des Moines & Minneapolis, it was completed that year. When the C&NW acquired the line, it was upgraded to standard gauge.

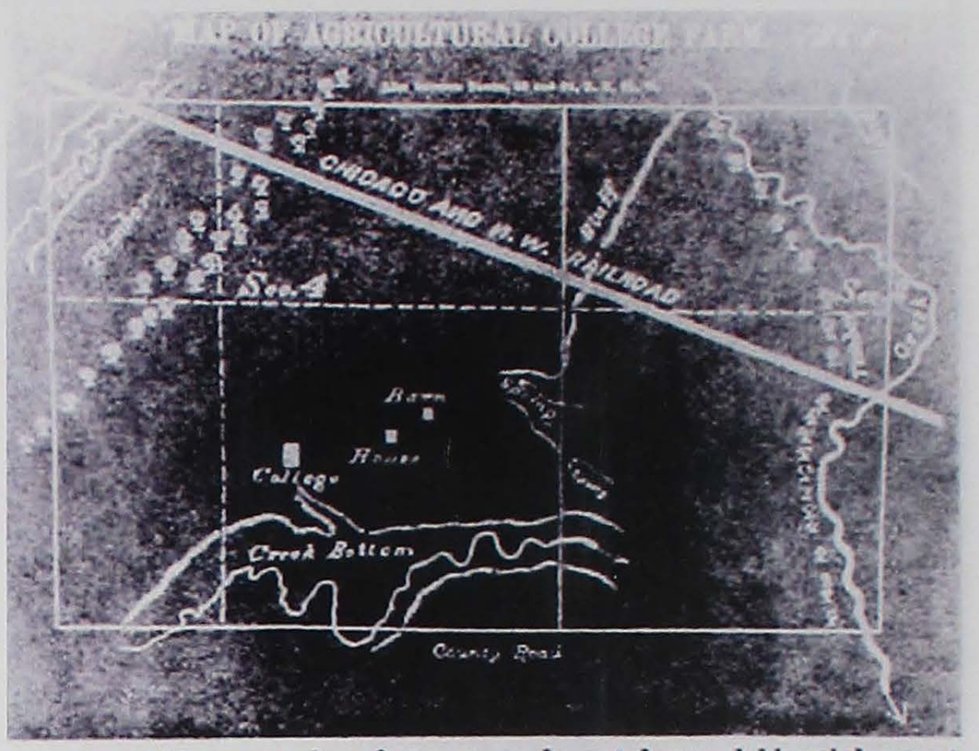

AMES
Story Co. Iowa
COLLEGE ST.
KELLOGG
DOUGLAS St.
BURNETT St.
Iowa Street
Story Street
Onondaga Street
Marked limestone set at front corner
Filed for Record Jan. 18th 1865

IOWA'S AGRICULTURAL COLLEGE

Another factor encouraging the building of the railroad through Story County was the location of the "State Agricultural College & Model Farm".

In 1858 the Iowa Legislature passed an act to create a college and appropriated $10,000. On December 25, 1858, Story County citizens created a committee intent on securing the college because of the county's central location and soil and agricultural resources.

In 1859, Story County voted a $10,000 bond issue to attract the college and the people of the county donated land and money to further raise the donation to $21,000. By doing this, Story County outbid other counties to secure the college. The College Board received location proposals from Marshall, Kossuth, Johnson, Story and Polk counties.



An 1868 map, taken from an early catalog and biennial report, shows only three buildings on the land which is now the main College campus.

MORRILL ACT - LAND GRANT COLLEGE

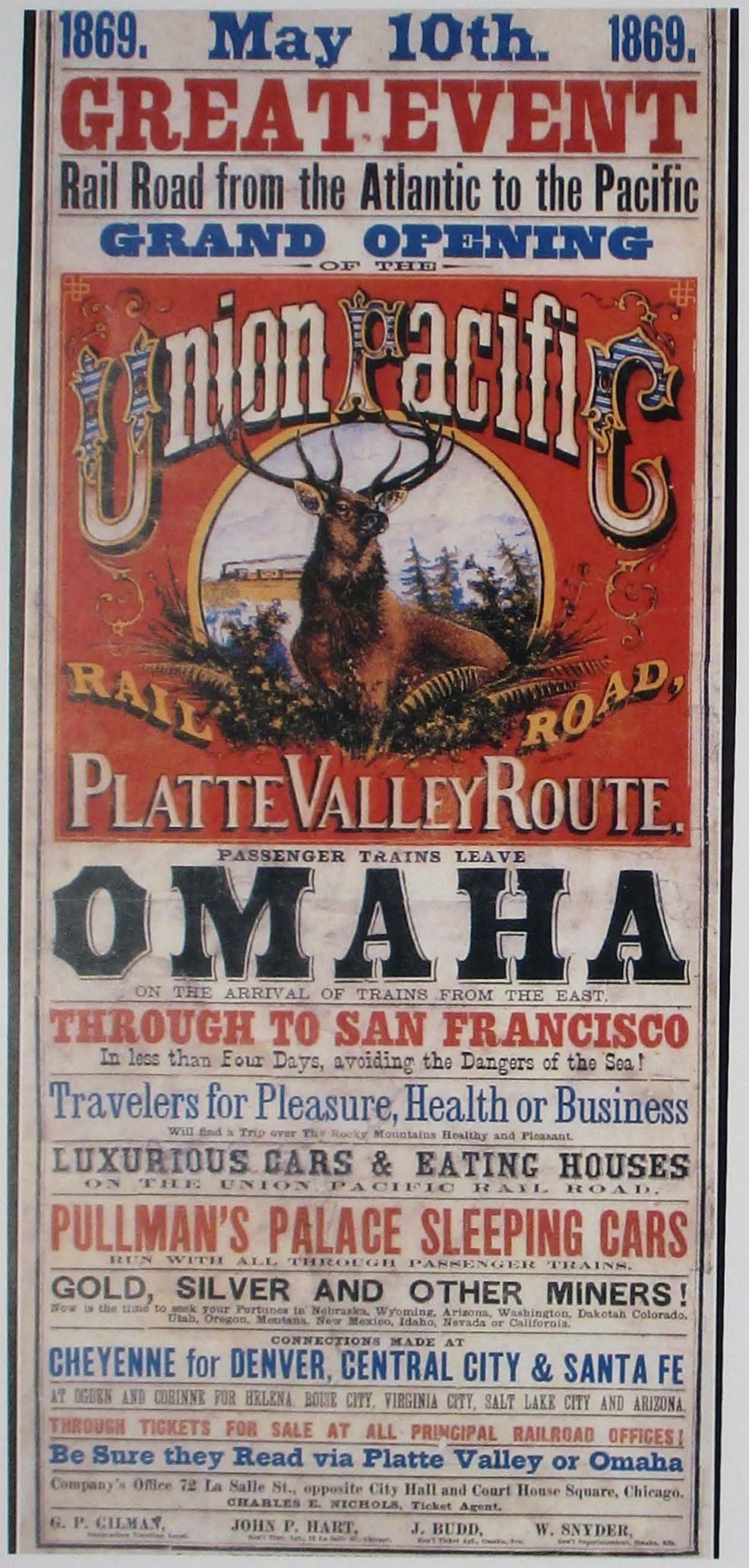
After several tries in Congress, the Morrill Act that created land-grant colleges was signed into law by President Abraham Lincoln on July 2, 1862.

Under the act, each eligible state received a total of 30,000 acres of federal land, either within or contiguous to its boundaries, for each member of Congress the state had as of the census of 1860. This land, or the proceeds from its sale, was to be used to establish a college.

The purpose of the land-grant college was to teach agriculture and the mechanic arts, including scientific and classical studies and military tactics, promoting the liberal and practical education of the industrial classes. Iowa was the first state to accept the terms of the Morrill Act. It ensured that Iowa would have the means to carry through its plans for a college.

Allen's *History of Story County* stated, "*... when it is remembered that Story was then almost a frontier county; that her territory was contemptuously styled a frog-pond; that her people were poor and the times were those of great depression, and that the* (College) *Board was strongly disposed to be influenced by the amount of donations promised - the securing of the location was a great triumph. Had the subsequent action of Congress* (The Morrill Act of 1862) *been anticipated it* (the college) *would doubtless have gone to a more wealthy county.*"

On a surveying trip in Story County in 1863, Blair knew about the plan to build the college and it's likely that influenced his decision to establish a town nearby.


1869. May 10th. 1869.
GREAT EVENT
Rail Road from the Atlantic to the Pacific
GRAND OPENING
OF THE
Union Pacific
RAIL ROAD,
PLATTE VALLEY ROUTE.
PASSENGER TRAINS LEAVE
OMAHA
ON THE ARRIVAL OF TRAINS FROM THE EAST.
THROUGH TO SAN FRANCISCO
In less than Four Days, avoiding the Dangers of the Sea!
Travelers for Pleasure, Health or Business
Will find a Trip over The Rocky Mountains Healthy and Pleasant.
LUXURIOUS CARS & EATING HOUSES
ON THE UNION PACIFIC RAIL ROAD.
PULLMAN'S PALACE SLEEPING CARS
RUN WITH ALL THROUGH PASSENGER TRAINS.
GOLD, SILVER AND OTHER MINERS!
Now is the time to seek your Fortunes in Nebraska, Wyoming, Arizona, Washington, Dakotah Colorado, Utah, Oregon, Montana, New Mexico, Idaho, Nevada or California.
CONNECTIONS MADE AT
CHEYENNE for DENVER, CENTRAL CITY & SANTA FE
AT OGDEN AND CORINNE FOR HELENA, BOISE CITY, VIRGINIA CITY, SALT LAKE CITY AND ARIZONA.
THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!
Be Sure they Read via Platte Valley or Omaha
Company's Office 72 La Salle St., opposite City Hall and Court House Square, Chicago.
CHARLES E. NICHOLS, Ticket Agent.
G. P. GILMAN, JOHN P. HART, J. BUDD, W. SNYDER,

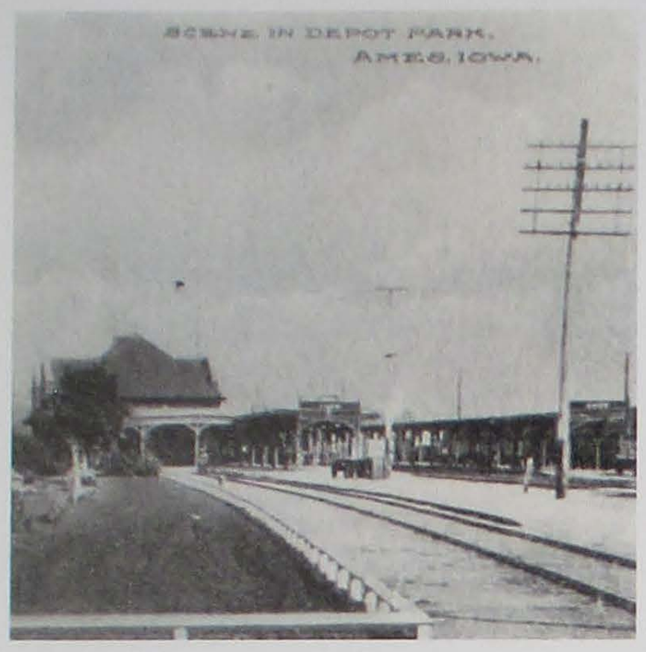
NW
CHICAGO AND NORTH WESTERN Railway.
OVERLAND ROUTE
The AMERICAN
TO CHICAGO AND THE
THE SHORT LINE
EAST
Palacial DINING CARS & Palace SLEEPING CARS
M. HUGHITT, GEN'L MANAGER.
CHICAGO, ILL.
R. S. HAIR, GEN'L PASS AGENT.

"A KING OF MEN,
WHOSE CROWN WAS LOVE,
WHOSE THRONE WAS GENTLENESS."
THIS MONUMENT
IS TO COMMEMORATE THE VISIT OF
ABRAHAM LINCOLN
TO COUNCIL BLUFFS, AUG. 19, 1859
FROM THIS POINT HE VIEWED
THE EXTENSIVE PANORAMA OF
THE VALLEY OF THE MISSOURI RIVER
AND IN COMPLIANCE WITH
THE LAW OF CONGRESS
ON NOVEMBER 17, 1863
HE SELECTED THIS CITY
AS THE EASTERN TERMINUS OF
THE UNION PACIFIC RAILROAD
ERECTED BY COUNCIL BLUFFS CHAPTER
DAUGHTERS OF THE AMERICAN REVOLUTION
OCTOBER 1911

Side Track -
Starting Point

Council Bluffs was the starting point for the construction of the transcontinental railroad. This monument in Council Bluffs looks across the Missouri River into Nebraska.

"This monument is to commemorate the visit of ABRAHAM LINCOLN to Council Bluffs, Aug. 19, 1859. From this point he viewed the extensive panorama of the valley of the Missouri River and in compliance with the law of Congress on November 17, 1863 he selected this city as the eastern terminus of the Union Pacific Railroad".



Side Track - Telegraph History

The first telegraph message in the U.S. was sent in May 1844 from Baltimore. After 1846, a rapid expansion of service to the American interior began.

In 1848, the first telegraph line came into Iowa from St. Louis, entering near Keokuk and going north to Burlington and Muscatine. By 1852, a line reached Iowa City and in 1860 poles went up between St. Joseph and Omaha.

In 1861, Cedar Rapids gained service from Clinton, Des Moines finally got a line from Omaha and another line was on the way from Cedar Rapids through Marshalltown and Newton.

As rail lines were built in the 1850's and 1860's, telegraph wires advanced right alongside them to enable station-to-station communication for the railroads. The Western Union telegraph service used the same lines for sending low-cost messages for the general public. (Long distance calling by telephone was impossible or very expensive for much of the 20th century.)

In 1862 - even before the transcontinental railroad with its telegraph system was complete - a coast-to-coast circuit was placed in operation.

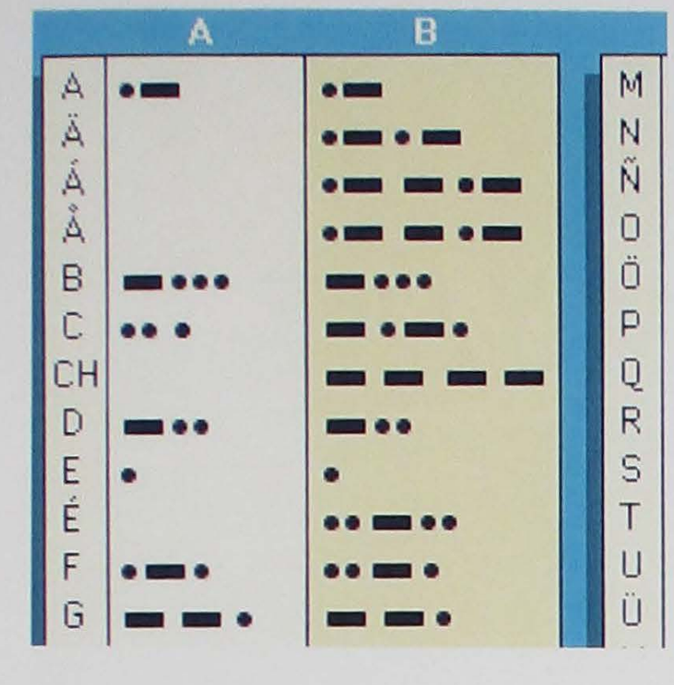
Demand for telegraphers was great. In 1865, schools in Davenport and Dubuque added "telegraph departments" to train students. Graduates were quickly snapped up either by Western Union or the railroads.

In Ames, the telegraph office was at the C&NW Depot on Onondaga (Main) Street. The local railroad depot agent also had the job of Western Union telegraph operator. In the picture at top right, telegraph lines are shown on the right side of the picture (1915). The view is just west of the 1900 depot.

AMERICAN AND INTERNATIONAL MORSE CODE

Before inventions were developed that allowed the human voice to be sent over wires, “Morse Code” was used to send messages by telegraph. Early telegraphers learned American Morse code. In the early 1900's, as wireless radio became popular, radio operators found sending some characters difficult, so many letters and numbers were changed to make them easier to send. This was called International Morse Code, which is still used worldwide.

American Morse Code used by telegraph operators converted the alphabet into clicks by using a “sounder” - in which a metal bar or “key” strikes another metal bar. The sound is different if the key is tapped down quickly or held a bit longer. Letters and numbers are made up of combinations of short and long sounds. A trained operator can tell the difference and read the letters.



	A	B
A	•▬	•▬
Ä		•▬ •▬
Å		•▬ ▬ •▬
Å		•▬ ▬ •▬
B	▬ •••	▬ •••
C	•• •	▬ •▬•
CH		▬ ▬ ▬ ▬
D	▬ ••	▬ ••
E	•	•
É		•• ▬ ••
F	•▬•	•• ▬ •
G	▬ ▬ •	▬ ▬ •

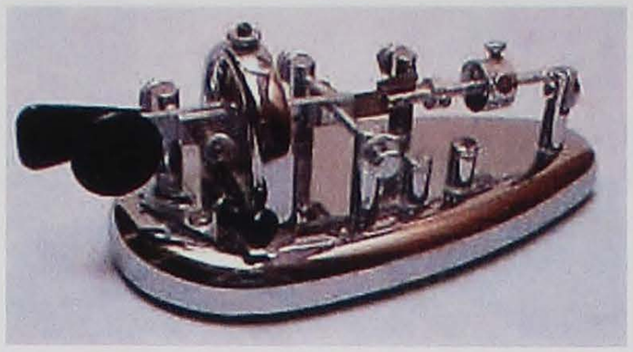
M	
N	
Ñ	
O	
Ö	
P	
Q	
R	
S	
T	
U	
Ü	

International Morse Code used in radio is a tone. A short tone (a "dot") and a long tone (a "dash") are controlled by the sender's key.

The skill of a person sending messages in Morse Code is measured in how many words they can send in a minute. A good operator can send up to 35 words per minute.

After WWII as the quality of long distance telephone service increased and the expense came down. Western Union could not compete and soon American Morse code became obsolete.

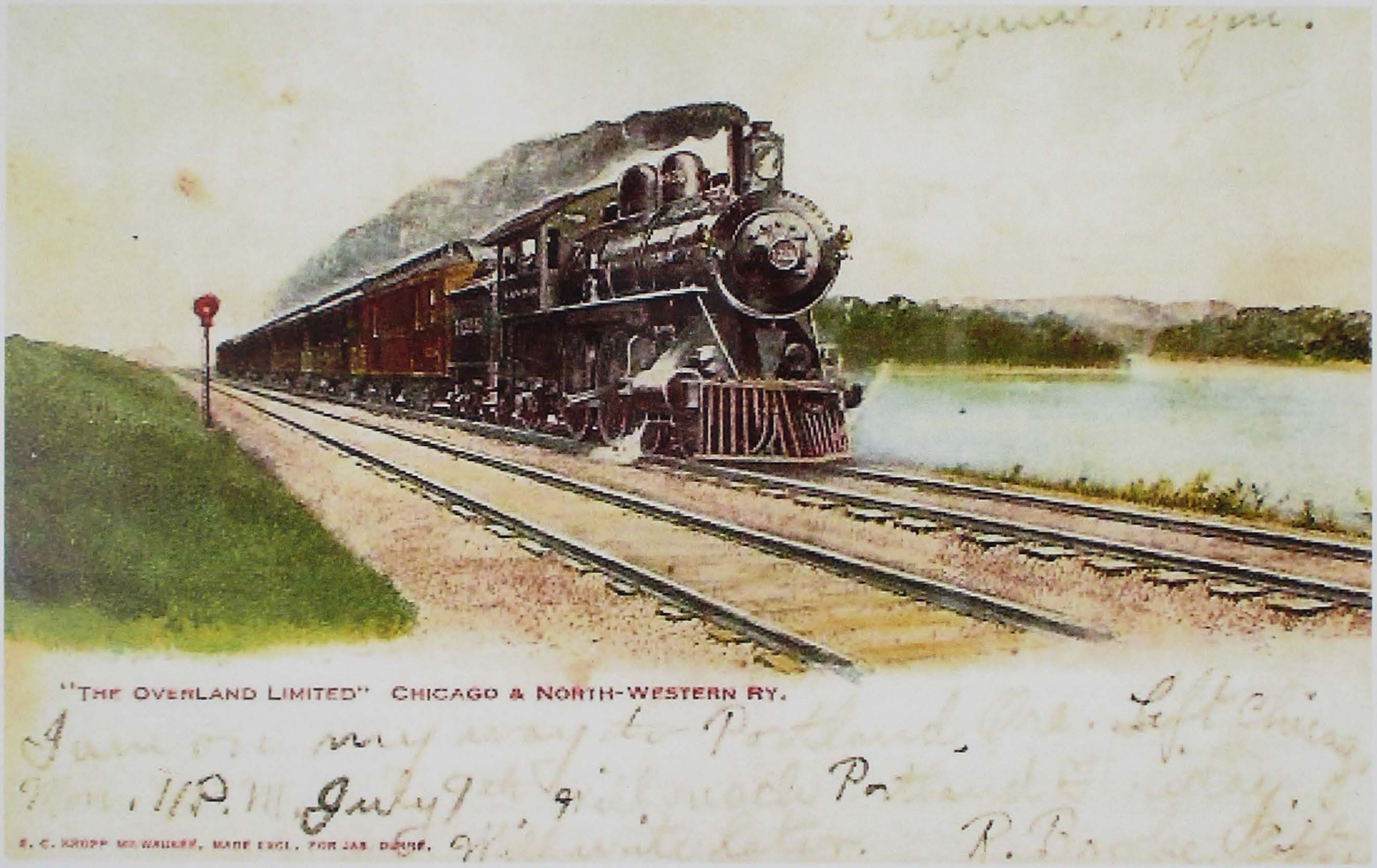
Pictured above is American Morse Code in column A and International Code in column B.

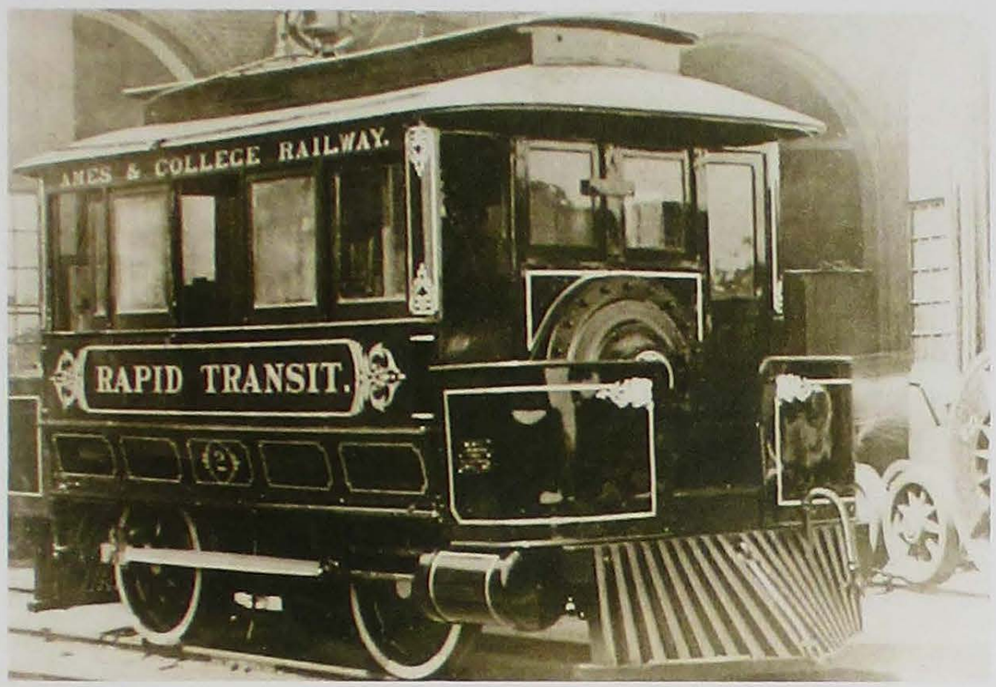


S-600 TELEGRAPHER'S KEY

The S-600 McElroy semi-automatic key (above) dates from 1938. Semi-automatic keys became very popular with telegraph and radio operators because one could send much faster with less fatigue than with the old style hand keys.

Chapter 2: 1890's to 1910
RAILROADS ARE A PART OF DAILY LIFE





AMES & COLLEGE RAILWAY - THE "DINKEY"

From the 1860's until 1890, you could get from town to college by:

1. walking C&NW's tracks, cutting across a pasture and taking a footpath
2. taking the unpaved Boone Road (later, Lincoln Way) that was muddy in wet weather
3. using the horse-drawn "college bus" departing from the depot or the hotel downtown

Ames population was ~100 in 1866; college enrollment was 93 when classes began in 1868. Within 25 years, Ames population increased twelve-fold; campus population was 566, due largely to access by rail.

With these increases, a more rapid means of travel between town and college was needed - particularly a faster connection between the C&NW Depot and campus.

In September 1890, a group of backers representing both Ames and the College formed a private corporation and proposed the "Ames & College Railway" (A&CR).

The agreement read, "Said Ames Street Railway Company agrees to construct and have in operation a standard gauge railway to be operated by steam motor or other improved motive power as may be determined. Animal power is hereby expressly prohibited. Said railway is to be completed and in operation on or before Nov. 1, 1892."

On the Fourth of July 1891, the A&CR made its first run between downtown Ames and campus, 17 months early! The train met expectations for rapid transit and was referred to as the "Motor Line" or "the Motor" and eventually, the "Dinkey." Rails were 30 pounds versus today's 136-pound rail (the weight-per-yard of rail).

The original cost of the road and equipment was $27,000. Even at the one-way fare of a nickel throughout the Dinkey's career, receipts reached a high of $700 or 14,000 passengers per day!

The train consisted of a small steam locomotive with cab (two alternated service), three passenger cars (purchased used from the city of Des Moines) and a flat car when needed for freight.

During the busiest times of day all three passenger cars were used. Each car had a stove stoked in winter by the conductor. Equipment was housed downtown in a car and engine house north of Onondaga (Main) and Duff, near the 1865 Chicago & Northwestern depot.

In 1892, the "motor depot" or "Dinkey station" was built on campus between Old Main and Morrill Hall. It was also a post office and social center. The "Hub" at Iowa State University is now located there.

Students, faculty, school children and townspeople were the Dinkey's customers. The Dinkey allowed faculty, staff and students to live downtown and easily commute to campus. With only three passenger cars, overflow riders hung on the platform and steps.

Every hour the Dinkey made its 20-minute route, starting before 7 am and ending at 10 p.m. (at least in 1905). Three blasts from the engine's whistle meant departure was in five minutes. Two quick toots meant the engine was pulling out to travel on the following route:

- Starting on its two-mile route, the train crossed Duff from its barn to Fifth Street.
- Travelling west, the train picked up passengers along the way.
- The conductor announced each intersection.
- At the west end of Fifth where the Dinkey crossed the C&NW line, tracks were laid so that mainline freight cars could be switched onto the Dinkey rails and pushed or pulled to campus.
- The line crossed over the Squaw Creek bridge and flood plain which in spring was often flooded.
- The first stop on campus was a platform behind the Farm House.
- Then, the Dinkey surmounted the grade at old Ag Hall (now Catt Hall).
- The route finished at the western terminus (now the "Hub").
- For the return trip, the engine simply went into reverse and pushed instead of pulled.

The Dinkey carried mail from the main post office to the campus depot where letters were sorted for pick up. The Dinkey also transported building materials and equipment during the campus building boom: Campanile (1897-1898), Marston Hall (1903), Alumni Hall (1904-1907), East Hall (1905), Beardshear Hall (1906). After its passenger career, the Dinkey served as a "donkey" engine on construction sites.

By the turn of the century in Iowa, steam passenger rail services were converting to the electric inter-urban. The A&CR was no exception. In early 1906 it was sold to Ft. Dodge, Des Moines, & Southern Railway (FDDM&S) at a profit for every one that had invested.

In 1907 the FDDM&S inter-urban line from Des Moines and Ft. Dodge was extended from Kelley to Ames to service A&CR's passengers. The Dinkey tracks on Fifth Street

were torn up and steam power was replaced by electric. The engines were stored in Boone until 1917 and then scrapped.

There were attempts later to locate and reclaim the Dinkey as a museum piece, but it had been donated to a WWI scrap iron drive to be melted and cast into cannons and ammunition. In Ames, the word spread that the Dinkey had been "thrown at the Germans"!

The Dinkey's legacy:

· set the stage for cooperation between Ames and Iowa State University,
· allowed faculty and students to live downtown and commute to the College,
· enhanced appreciation and visibility of the college,
· boosted the economy of the town.

THE FIRST AMES DEPOT - 1865

The railroad's first depot was built in 1865 south of the tracks, just west of Duff. It served both passengers and freight and was likely the first structure in the newly-platted town of Ames.

The first passenger train came through on April 15, 1865, the same day President Abraham Lincoln died. Settlement in the area was scattered - just a few pioneer cabins.

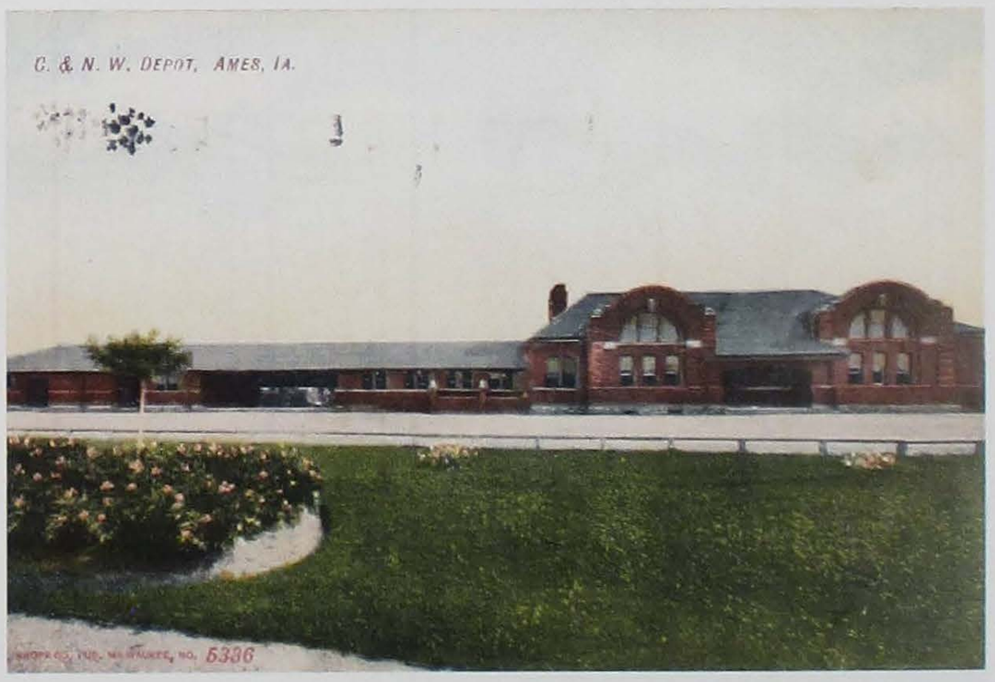
In 1869, when the east-building Central Pacific Railroad met the west-building Union Pacific Railroad at Promontory, Utah, Ames was located, significantly, on the first transcontinental system in America. On May 23, 1870, the first coast to coast steam train passed through Ames on a seven-day run from Boston to San Francisco.

In 1873, stops at Ames were unscheduled or arranged on a passenger-by-passenger basis. The C&NW's timetable showed two passenger trains traveling daily from Chicago.

In 1874, the north-south Des Moines & Minnesota Railroad reached Ames and continued north as the Des Moines & Minneapolis. With the addition of this line, there was access to Ames by rail from all around the state.

In 1884, the C&NW bought the north-south Des Moines & Minnesota Railway and Ames became a crossroads for passenger travel.

By 1885, the C&NW's timetable showed 6 eastbound trains/day and 5 westbound. Of those, 6 were passenger trains.



THE SECOND C&NW DEPOT - 1900

By 1900, passenger traffic had increased dramatically with a dozen passenger trains making scheduled stops at Ames. Population was 2,422.

Iowa Agricultural College had become the Iowa State College of Agriculture & Mechanic Arts in 1898 and student enrollment was 940 and growing.

In 1900, the C&NW added a second main line and built a new, larger depot north of the tracks between Clark and Hoggatt Street (later Grand Avenue). When it opened in October, the old 1865 station became a freight depot. The new $30,000 station was designed by Frost and Granger, a prestigious Chicago architectural firm that designed many stations along the railroad's main line.

Special Features

The depot featured two waiting rooms with a ten-foot wide connecting hallway - general public on the west side and a men's/smoking room on the east. A ticket office window opened into the hallway. The main part of the depot had a high ridge tile roof and arched ceiling. Large windows opened on both the north and south ends of both waiting rooms.

To the east, the building extended with a lower roof profile. It housed a restaurant that operated well into the 1930's and was popular with both travelers and locals. East of the restaurant was the baggage room, American Express office and an open baggage cart area.

The main platform ran along the depot's south side and 50 feet beyond both ends. It provided shelter for passengers arriving and departing. The platform's roofline curved to match the curve of the track. A second roofed platform was on the south side of the double tracks.

Grounds

The railroad company teamed up with Iowa State's Horticultural Department to create "the most beautifully landscaped depot grounds to be found between Chicago and Denver".

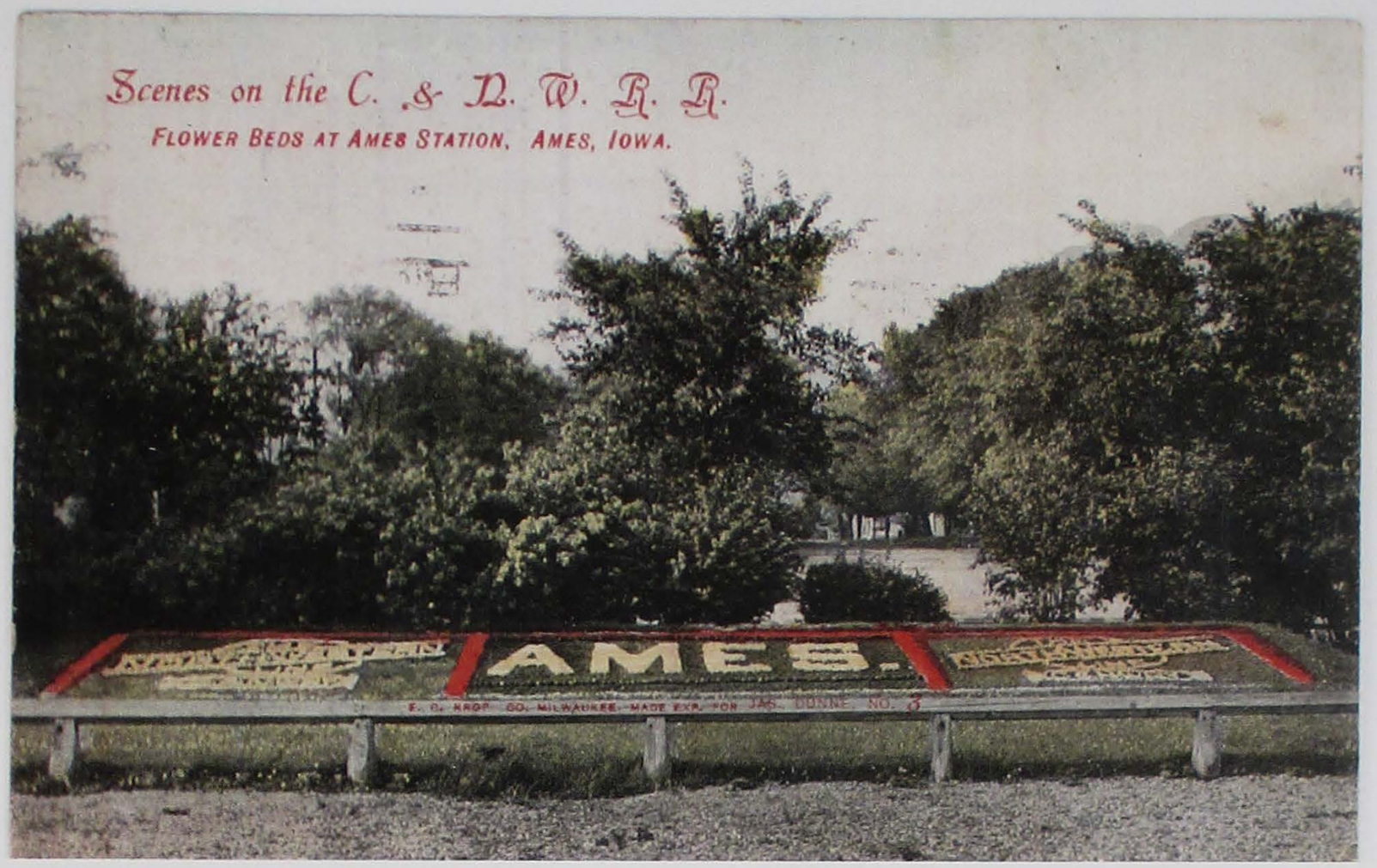
Under the supervision of Jerry Sexton, landscape gardener, the depot's grounds were a two-block-long park with winding walkways among flowerbeds. One bed was planted to spell out "Ames". A semi-circular drive on the north provided access for horse-drawn and other conveyances. Shrub plantings and a decorative fence bordered the grounds along the Main Street side.

IT ALL HAPPENED AT THE DEPOT

In 1904, there were 6 eastbound and 9 westbound passenger trains, plus several freight trains daily through Ames. Among passenger trains were the famous Overland Limited, the Pacific Express and the Colorado & Oregon Express. And, there were 11 north-south passenger trains including the St. Paul & Sioux City Express and the Dakota & Des Moines Express.

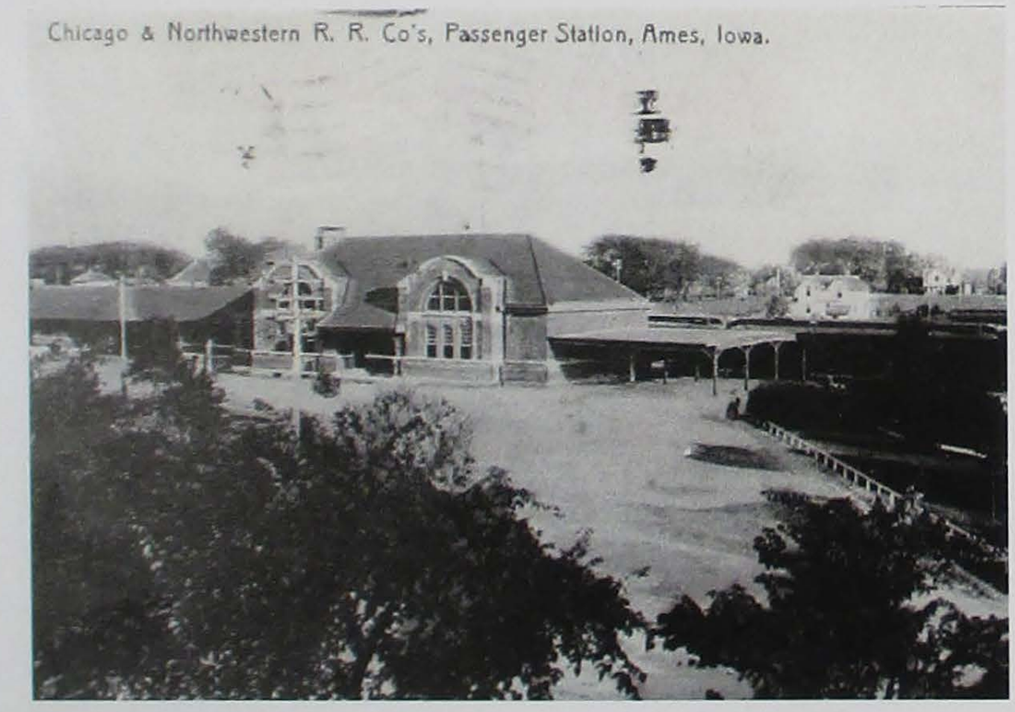
In 1911, Ames had 26 east-west passenger trains and 14 north-south passenger trains on the C&NW. Adding in the Fort Dodge, Des Moines, & Southern's electric inter-urban train, there were more passenger trains out of Ames per day than there were out of Des Moines.

The Ames depot was where all people and all things coming to or leaving from Ames crossed paths. Most newcomers entered Ames there and received their first impressions of our town.



C. & N. W. R. R. Depot, Ames, Iowa.

AMES
C. & N. W. DEPOT. AMES, IOWA.


Chicago & Northwestern R. R. Co's, Passenger Station, Ames, Iowa.

FORT DODGE, DES MOINES, & SOUTHERN RAILWAY

The Ames & College Railway - the "Dinkey" - was purchased by the Fort Dodge, Des Moines, & Southern (FDDM&S) Railway in May 1906. At the same time, FDDM&S acquired the Newton & Northwestern and its 100+ miles of track. To connect the A&CR to FDDM&S's north-south line, a new seven-mile extension from Kelley to Ames was built.

FDDM&S - called "the Fort Dodge Line" - was Iowa's biggest inter-urban. The company began as a small coal carrier. With the purchase of the Newton & Northwestern and other properties, it expanded to become a common carrier hauling freight, passengers, mail and express. It later operated streetcars and buses.

FDDM&S introduced $2,500,000 in improvements to its acquisitions, including the change from steam to electric. This meant high-speed, frequent inter-urban service from Des Moines to Fort Dodge (with a link to Ames) starting in 1907.

The electric inter-urban cars were the pride of central Iowa: 53-foot cars featured clerestory windows and interiors furnished in mahogany and leather upholstery.

FDDM&S IN AMES

In Ames, the tracks were moved from Fifth Street to Onondaga (Main) Street and the first inter-urban car into Ames was June 29, 1907. Power came from the new turbine-driven power plant at Fraser, Iowa as well as at the power plant at the east end of Main Street.

In 1915, an attractive depot was built west of Grand Avenue, just north of Lincoln Way where the Greater Iowa Credit Union is today.

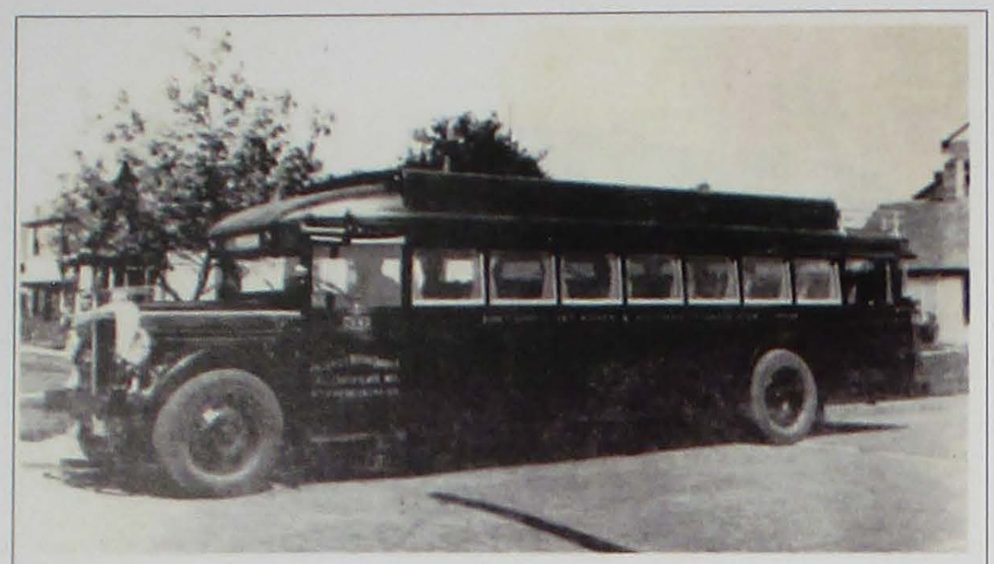
By 1916, the FDDM&S's track that had crossed central campus was re-routed in a loop around the campus and combined with the inter-urban line from Des Moines.

The first stop was just north of the Farm House on campus. Then the line went north past the horticulture gardens, west to the Armory and West Gate and then back to town again. Service ran every 20 minutes. A new station called "Central Station" was built opposite the Chemistry Building and remained until it was razed in 1933.

MONEY TROUBLES

Unfortunately, the expense of electrification caused the FDDM&S to become bankrupt. In 1910, Homer Loring and Parley Sheldon of Ames were appointed receivers. Money troubles continued and in 1913 the road was sold under foreclosure.

The FDDM&S differed from many contemporary inter-urbans in that it aggressively sought carload freight business. In 1918, the line had 2,500 freight cars - more cars for its size than any other road in America! Changing conditions led to the forming of the Fort Dodge, Des Moines, & Southern Transportation Company in 1924. Bus service was inaugurated between Boone, Ames and Des Moines.



Ft.DDM&S RY bus operating between Fort Dodge and Des Moines. Nicknamed "THE WILD ROSE ROUTE" began operation in October, 1925. Later became part of GREYHOUND ROUTE. Photo from E. H. Meyers collection.

STREETCARS IN AMES CEASE

In 1929, with increasing competition from automobiles and bus service, the FDDM&S petitioned to cease operation of Ames streetcars during the summer months - but service never resumed.

In 1942 the company was reorganized as the Fort Dodge, Des Moines, & Southern Railway.

Inter-urbans were replaced by FDDM&S buses. Passenger service between Des Moines and Fort Dodge on the electric line continued until 1955 and diesel freight operation in Ames continued to 1965.

In its peak year, departures on the FDDM&S left Ames 14 times per day. The inter-urban benefited Ames, improving commerce and passenger service in mid-Iowa and providing overnight delivery service. It was better public transport to Des Moines than we have today!

WE HAVE endeavored to provide for your convenience, the finest, safest, and most comfortable motor coaches that can be obtained.

¶ Yellow Cab, Pierce-Arrow Parlor, and Reo Sedan Cars, clean, comfortable, and beautifully finished are at your disposal. Add to this: beauty, an enduring comfort built into every part of these vehicles, safety that you can see and feel, and a force of drivers trained in both courtesy and driving—then you can understand why our buses are so popular.

¶ Every gathering of eight couples or more calls for a parlor coach to keep the crowd together. Rates for this charter service are specially low, figured on a mileage and time basis that makes the cost per couple much less than when private cars are used. The transportation problem is safely, dependably, and ever so comfortably solved in our charter service.

¶ Soliciting your consideration when planning for transportation for lodge, visitations, social functions, athletic contests, theatre and club parties, picnics, outings, etc.

¶ *De luxe* type motor coaches, driven by competent operators; furnished at reasonable rates.

¶ Information, rates, and routes will be supplied at any company office, or on application to

G. E. MOTZ, *Manager*

General Office: Boone, Iowa Telephone: 139

J. A. TANNER, *Supt.*
Ames, Iowa
Telephone: 586

PHIL KELLEY, *Supt.*
10th Sixth Avenue, Des Moines, Iowa
Telephone: Market 3295

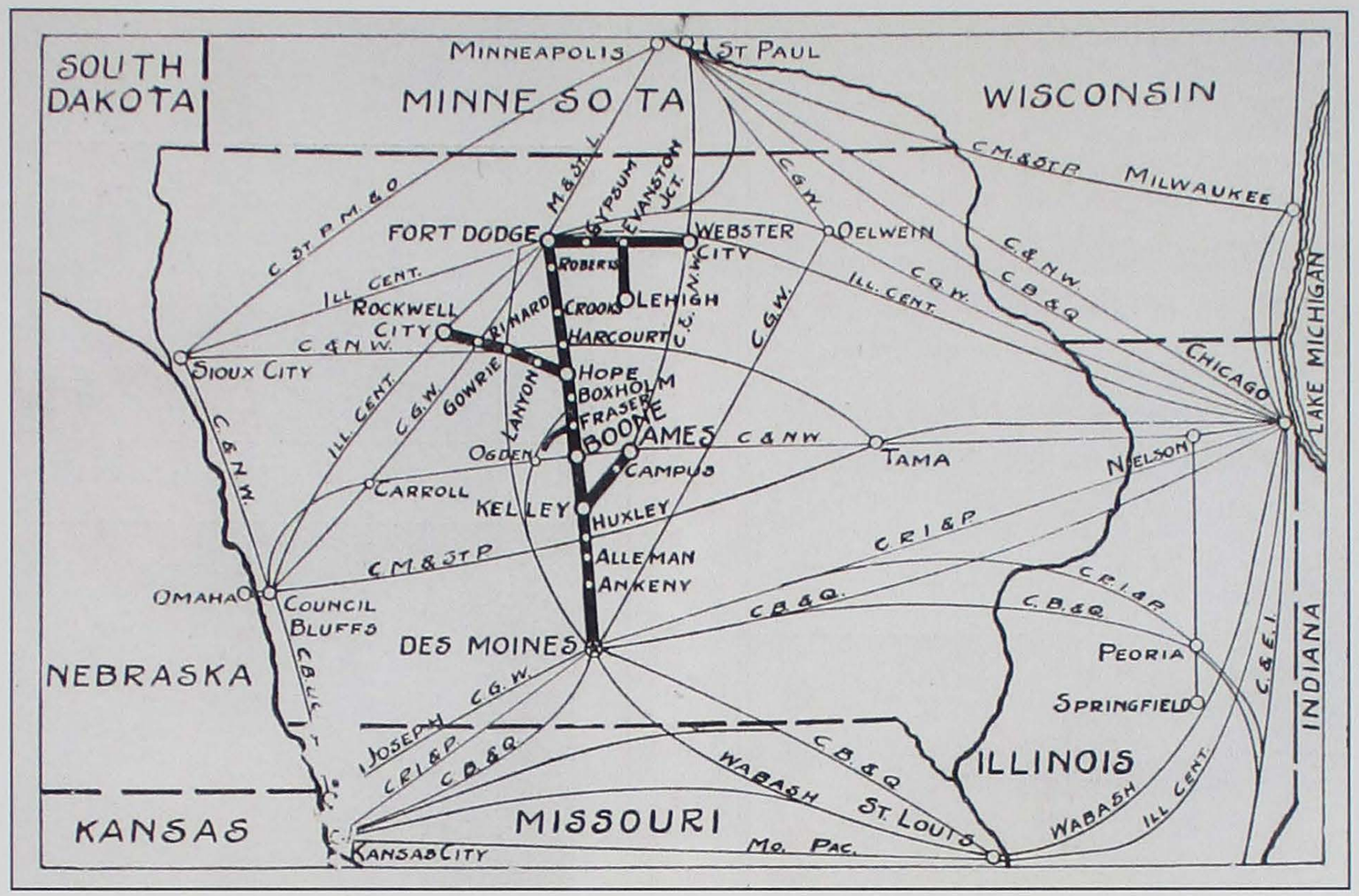
Fort Dodge
Des Moines & Southern
Transportation Co.

Hawkeye Stages, Inc.

BUS SCHEDULE

Campanile, Iowa State College
Ames, Iowa

Corrected to October 16, 1927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CHICAGO
LAKE MICHIGAN
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GYPSUM
EVANSTON JCT.
C G W.
FORT DODGE
WEBSTER CITY
OELWEIN
ILL. CENT.
ROBERTS
LEHIGH
ROCKWELL CITY
RIPARD
CROOKS
HARCOURT
U. C.
N.W.
SIOUX CITY
HOPE
BOXHOLM
FRASER
BOONE
AMES
TAMA
GOWRIE
LANYON
OGDEN
CAMPUS
CARROLL
KELLEY
HUXLEY
ALLEMAN
ANKENY
NELSON
C R I & P
OMAHA
COUNCIL BLUFFS
DES MOINES
PEORIA
SPRINGFIELD
C & E I
INDIANA
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WABASH
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KANSAS
MISSOURI
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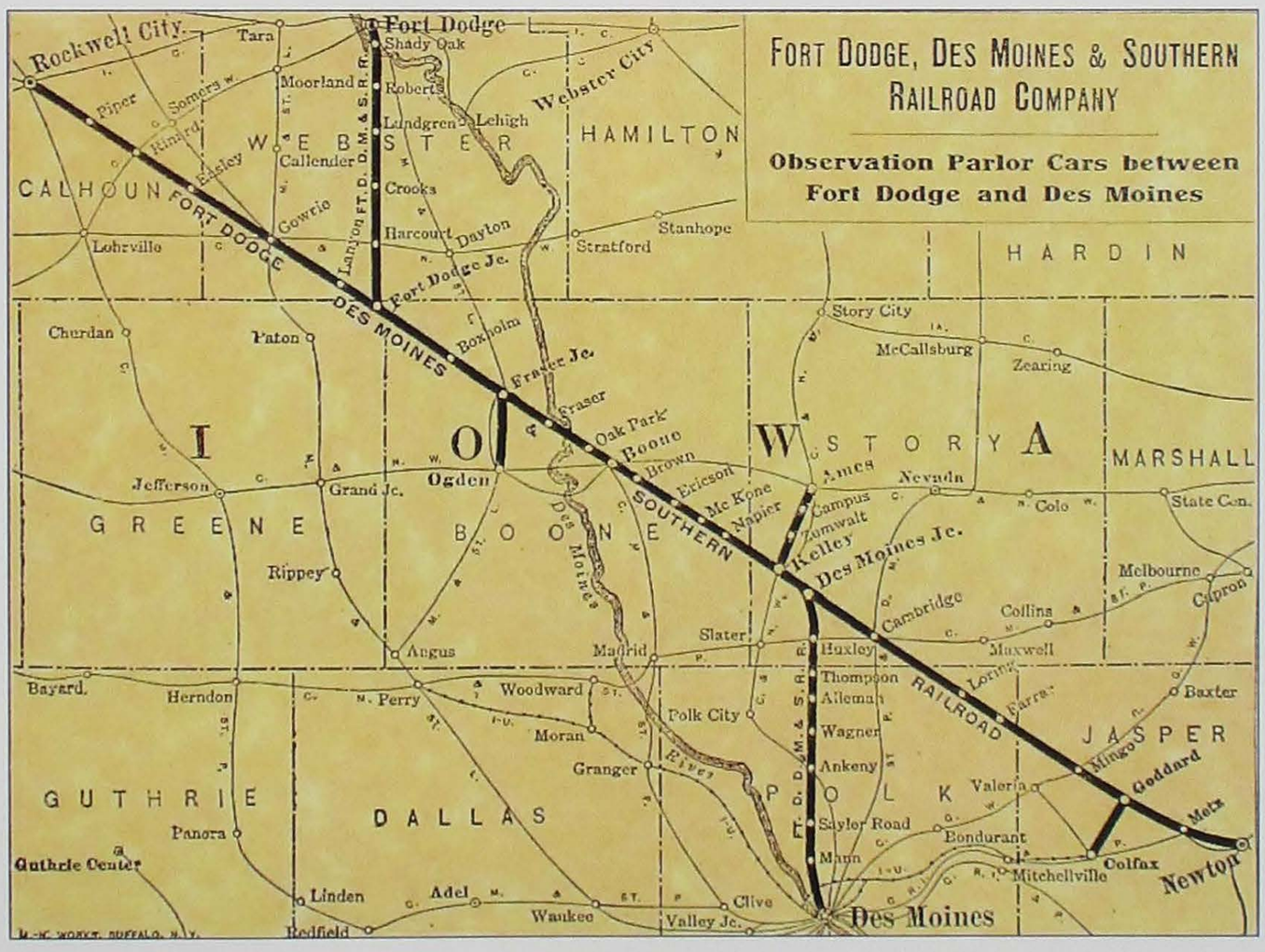
MO. PAC.


FORT DODGE, DES MOINES & SOUTHERN RAILROAD COMPANY
Observation Parlor Cars between Fort Dodge and Des Moines
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Tara
Fort Dodge
Shady Oak
Webster City
Moorland
Roberts
Lehigh
Lindgren
Piper
Somers
Rinard
Edsley
Callender
Crooks
Gowrie
Harcourt
Dayton
Stratford
Stanhope
Lohrville
Fort Dodge Jc.
Boxholm
Fraser Jc.
Fraser
Oak Park
Boone
Brown
Ericson
Ogden
Grand Jc.
Jefferson
Rippey
Augus
Madrid
Slater
Huxley
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Allema
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Ankeny
Polk City
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Guthrie Center
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Redfield
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Des Moines
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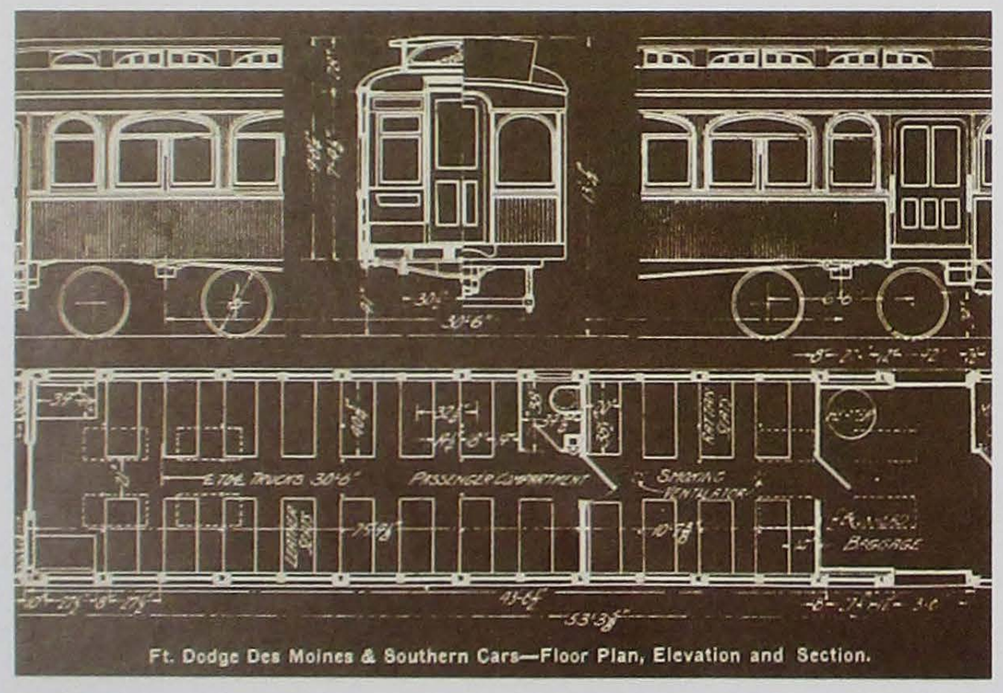
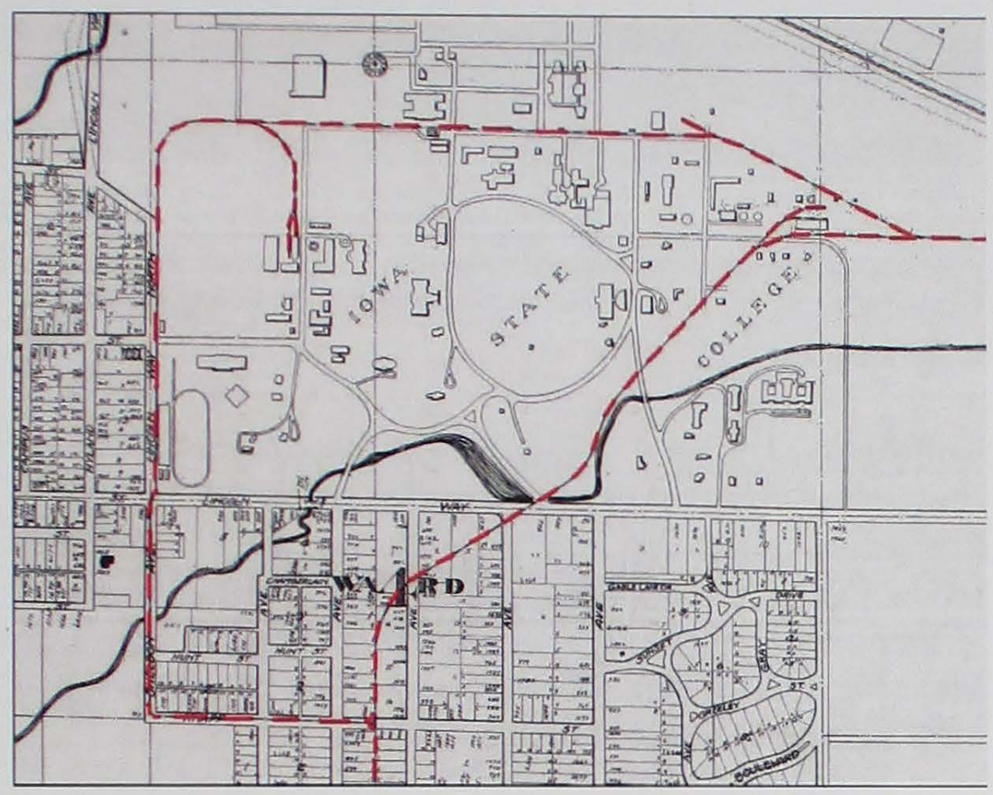
HAMILTON
HARDIN
GREENE
BOONE
STORY
MARSHALL
GUTHRIE
DALLAS
POLK
JASPER
IOWA
FORT DODGE
DES MOINES
SOUTHERN
RAILROAD
Des Moines Jc.
Des Moines River
Lanyon
FT. D. D. M. & S. R. R.



Ft. Dodge Des Moines & Southern Cars—Floor Plan, Elevation and Section.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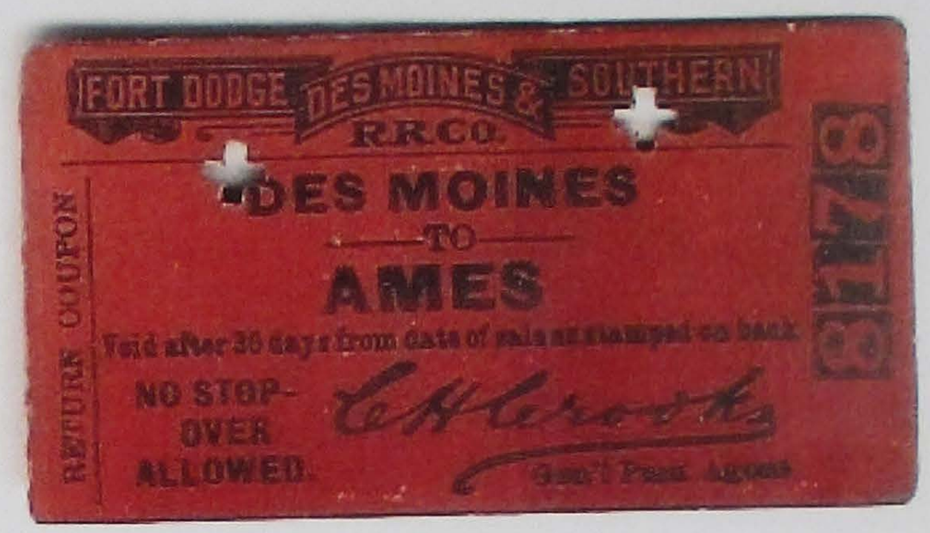
STATE
COLLEGE
WARD


FORT DODGE DES MOINES & SOUTHERN
R.R.Co.
DES MOINES
TO
AMES
Void after 30 days from date of sale as stamped on back
NO STOP-OVER ALLOWED.
Gen'l Pass. Agent

STANDARD
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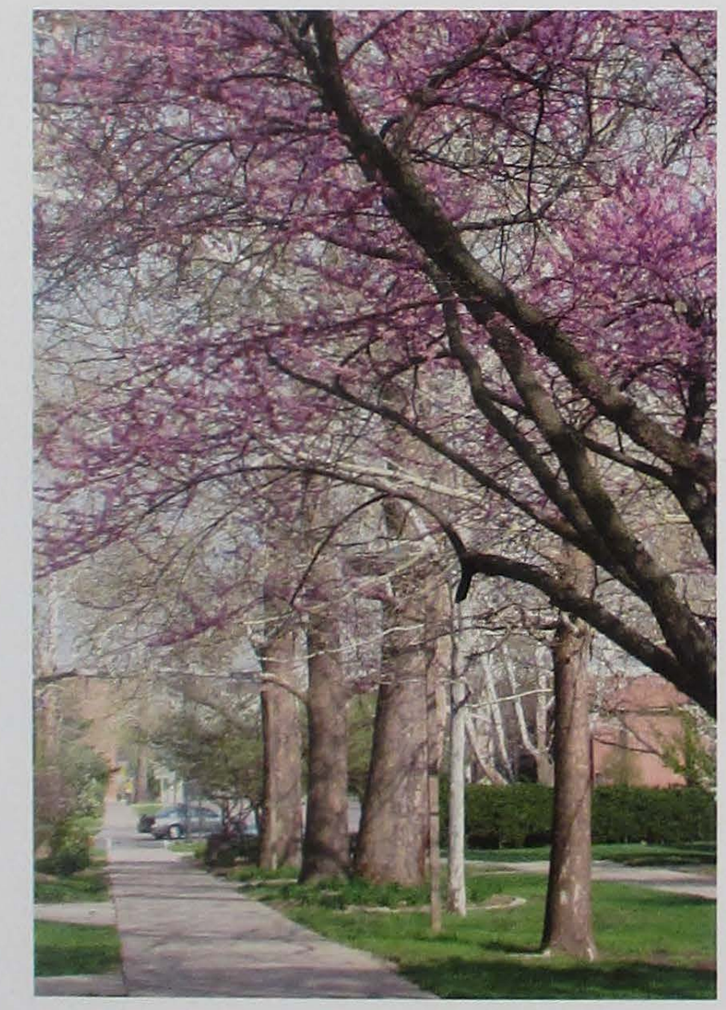


SIDE TRACK - Sycamore Row

Iowa Agricultural College (now called Iowa State University) was established in 1858 and opened in 1869. It was one of the country's first land-grant colleges. Landscape design was an early area of study in the curriculum and during the early 1900's, Horticulture professor and Superintendent of Grounds, A.T. Erwin oversaw plantings throughout the campus.

To provide reliable transportation between downtown Ames and campus, the Ames & College Railway was established in 1891, travelling along a route that was originally one of the paths pioneers used as they migrated through the Midwest. An electric trolley replaced the steam locomotive in 1907, using the same route.

In 1909, the Faculty Public Grounds Committee approved Professor Erwin's request to plant a nearly one-mile row of 50 sycamore trees (*Platanus occidentalis*) along the old "cinder path" that ran parallel to the railway tracks. The trees started at the Landscape Architecture Building on the east side of campus and continued to Squaw Creek.

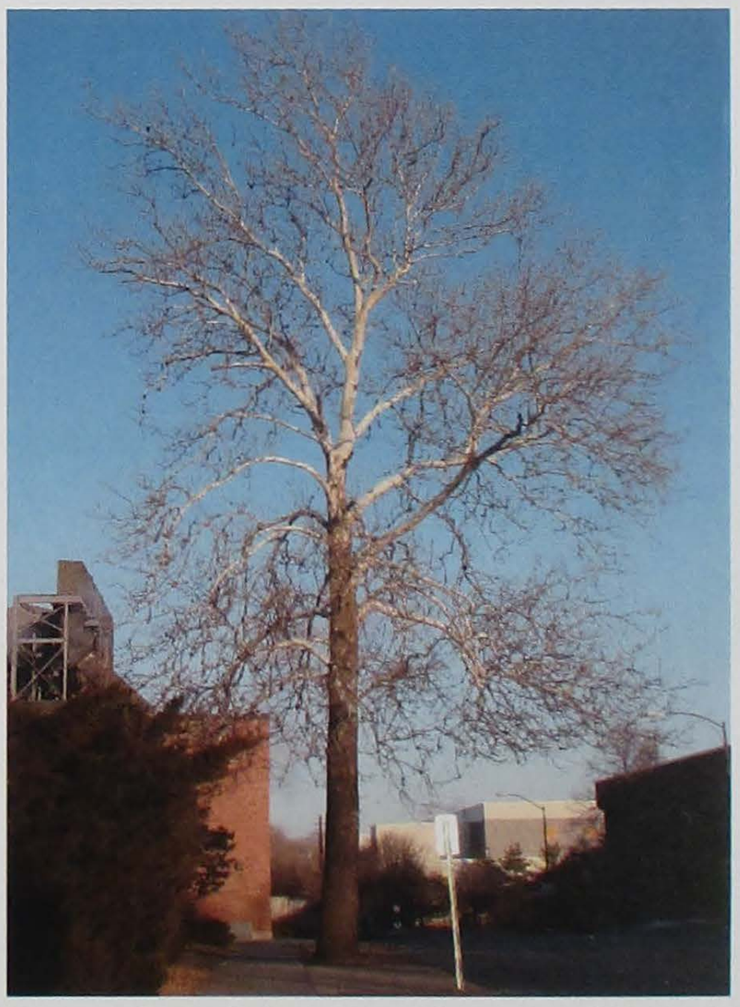
By 1929, buses and personal vehicles usurped the trolley's passengers and service ceased. The tracks remained in place for a period of time so supplies could be transported to the campus by rail. However, by the late 1930's, the tracks gradually began to disappear from the campus, though the cinder path, shaded by sycamores, remained. It was eventually paved for use as a bike and walking trail.

In 1993, severe flooding in the area prompted officials to replace a culvert that ran underneath the cinder path east of campus with a larger structure.

One of the original trees was lost during construction; its large stump still hugs the bank along the channel.

As of 2012, 42 of the original trees still stand and 5 of those that were lost have been replaced with similar, more disease and fungus resistant sycamores (*Platanus acer 'bloodgood'*).

In 2010, "Sycamore Row" was placed on the Cultural Landscape Foundation's list of unique landscapes.



Chapter 3: 1914 to 1918
AMES GROWS INTO A CITY

Fifty years after its founding, Ames experienced a growth spurt heavily fueled by the availability of excellent train transportation. There were few dependable auto roads, and few personal automobiles, so most people rode trains to visit family and friends, conduct business, and visit far-flung cities and sights.

The best transcontinental passenger trains were passing through Ames from the earliest years of the town. By 1915, approximately 24 scheduled passenger trains were arriving and departing from the Ames station each twenty-four hours, a level that was maintained for many years. By 1920 the time by train between Ames and Chicago was down to 8 or 9 hours.

The special track on which the Des Moines-bound train backed into the west end of the Ames depot for loading, also served as a siding for sleeping cars. Commuters to Chicago could board in the early evening hours and retire for the night knowing that those cars would be moved onto late-night through-trains permitting them to awaken in Chicago at an early hour the next morning.

The 1916 Official Guide for the C&NW shows six Chicago-Ames-Omaha westbound passenger trains plus three more local passenger trains. Eastbound, seven were Omaha-Ames-Chicago trains with three more locals. The schedule shows three trains each way from Ames to Jewell to Eagle Grove, and six trains each direction between Ames and Des Moines. The total was thirty seven C&NW passenger trains in and out of Ames in 1916.

In the 1916 Official Guide, the Fort Dodge, Des Moines, & Southern ran 14 trains (inter-urbans) in each direction to and from Kelley-Des Moines each day. Those two lines together would bring the total to **65 passenger trains** in and out of Ames.

The prime years for passenger travel were between 1910 and 1955.

FREIGHT DELIVERED BY TRAIN

Companies doing business relied on shipments and deliveries by rail and Ames was no different. Many Ames citizens worked for the railroad. Most businesses and

many residents, including Iowa State students, were dependent upon the railroad in their daily lives. Deliveries could be ordered from Des Moines by the telephone, and they would arrive the same day or next day by train.

The map of the downtown Ames railyard from 1920 shows a variety of businesses that had sidings to receive and ship by rail: the Ames Canning Factory, the gas and ice plants, city coal siding for the city light plant, farm implement and lumber yard sidings, Ames Grain and Coal, Gilchrist's, Kimler Coal, cattle pens and various oil company sidings. In addition, the C&NW had their switching yards, freight sidings, the old round house, the passenger station, and more sidings for north-south trains where the parking lots are today.

RAILROADS IN AMES DURING WWI

When the U.S. entered the war in 1917, the United States Railroad Administration (USRA) took control of the railroads to unify railroad operations for the war effort.

The mainline of the C&NW carried a heavy troop transport schedule. Thousands of soldiers en route to and from Camp Dodge at Des Moines swelled passenger traffic through Ames. The U.S. Army arranged for many troop trains to conveniently arrive and depart from Ames at or near mealtime when a train change was involved. Ames, by that time, was large enough to offer volunteer support to provide meals adequate for Army trainee personnel.

The Ames Chamber of Commerce named a committee of local businessmen to work out plans and arrangements for feeding the soldiers. This committee was all men, but women planned and served the meals. The Ames Methodist women of Ames took on a major responsibility for feeding the WWI soldiers routed through Ames. Nearly 8000 soldiers were fed in the basement of the First Methodist church during 1917 and 1918. The church women were paid seventy-five cents per meal.

The War Department alerted the Ames women of imminent troop arrivals and what food they should serve. If the orders called for breakfast to be served in the early hours of the following day, the Ames light plant would blow the fire whistle to inform the women volunteers to hurry down to the church. Grocery stores would open up for the ladies so that supplies could be obtained.

When the railroads were returned to private control in 1920, rail carriers complained that the government had left them in worse physical condition, disrupted traffic patterns and damaged goodwill. This exercise at nationalizing the railroads was not attempted again.

INFLUENZA IN AMES

The "Spanish flu" broke out in 1918 facilitated by world-wide mass movement of Army personnel. That fall about half of Iowa State students were Student Army Training Corps recruits, and so Ames was hit very hard by the influenza epidemic. Public schools, theaters, churches and places of amusement were closed on October 9, 1918. Iowa State students and faculty were required to obtain passes to leave or to return to campus. Nearly

half of Iowa State students were hospitalized with the flu, and the college hospital was overwhelmed. Many dorms and city facilities were pressed into service for ill patients.

Two women from Ames, Kate Lysinger and Della Moberly, began meeting every passenger train arriving in Ames. They sought out parents arriving in response to the reports of the serious condition or death of their sons on campus. Over 90 deaths occurred in the Ames community due to the influenza epidemic. Those who were student trainees are named as war casualties in Gold Star Hall at Iowa State's Memorial Union.

AMES HAD A FAMOUS STATION MASTER

During the early days of World War I, many railroad employees volunteered for military service and the C&NW recruited women to fill empty posts. In the fall of 1917, Mrs. Julia Laughlin, widow of a C&NW conductor, was assigned to the Ames station to see that passenger services ran smoothly. She became a source of pride and

STATION MASTER
C&NW

a claim to fame for the Ames community since she was thought to have been the first woman to serve in such a position in the entire country.

People referred to her as the 'train caller' since she was constantly in evidence announcing in her clear commanding voice the pending arrival and departure of trains. She did much more than call trains, however. Elderly travelers and women with small children needed special assistance in depots. With hundreds of lowa State students passing though the Ames depot there were times when a firm directive from the station master was required. It was Julia who gave the signal to train conductors that it was time for them to call the "all aboard."

Laughlin wore a dark blue uniform and a cap with STATION MASTER in gold braid. She was a "North Western Belle" and though women were encouraged to "retire" following the end of the war, Julia served into the 1920's.

FOOT SUBWAY BUILT UNDER TRACKS AT DEPOT

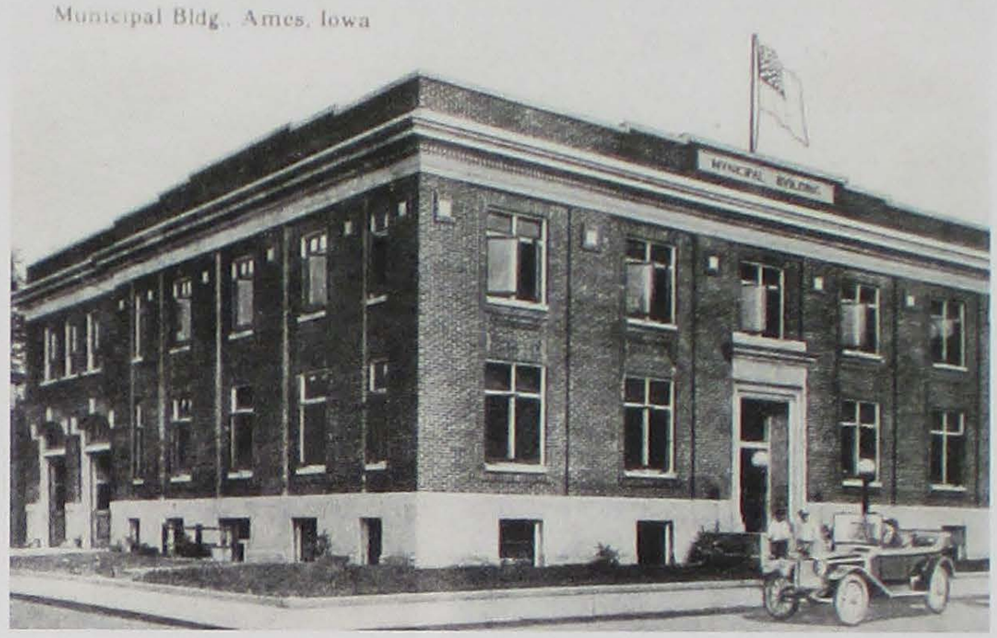
Because of the increase in passenger travel that passed through the Ames depot during the war period, in 1918 the railroad built a foot subway between the depot on the north side of the tracks and the platform on the south side of the tracks. It had become too dangerous to cross the tracks with troop trains arriving from both directions. Passengers who wanted to board the trains on the south track used the subway to safely get to the south side landing. A fence was also installed between the two tracks, and was in place until 1960 when the last passenger train traveled through Ames.

AMES GROWTH

The population in Ames reached 5000 in town and nearly 3000 at lowa State. This growth was aided by the delivery of people and supplies to Ames by train. Ames made many major improvements to the town:

• In 1915 a bond issue was passed to build a new municipal building at Fifth street and Kellogg to replace the old town hall.

Municipal Bldg., Ames, Iowa



• Mary Greeley Hospital was constructed between 11th and 12th street on the east side of Douglas (present site) by Captain Wallace Greeley.

• The Masonic Temple, the present location of the Octagon Center for the Arts, was constructed by Captain Greeley.

• At the end of 1915 the City Council voted to pave six miles of residential streets including Duff, Douglas, Kellogg, Burnett, Clark, Wilson, Grand and Hodge. Prior to this only Main Street and Grand Avenue to Ninth St. were paved.

• A new depot building was planned for the FDDM&S to be located north of Lincoln Way and west of Grand.

• In 1915 Parley Sheldon announced the construction of a new hotel at Kellogg and Main Street. Alfred Munn joined with Sheldon, and in 1916 the Sheldon-Munn Hotel opened.

• The power plant was improved in its original location east of downtown.

• Sanitary sewers were extended into residential areas.

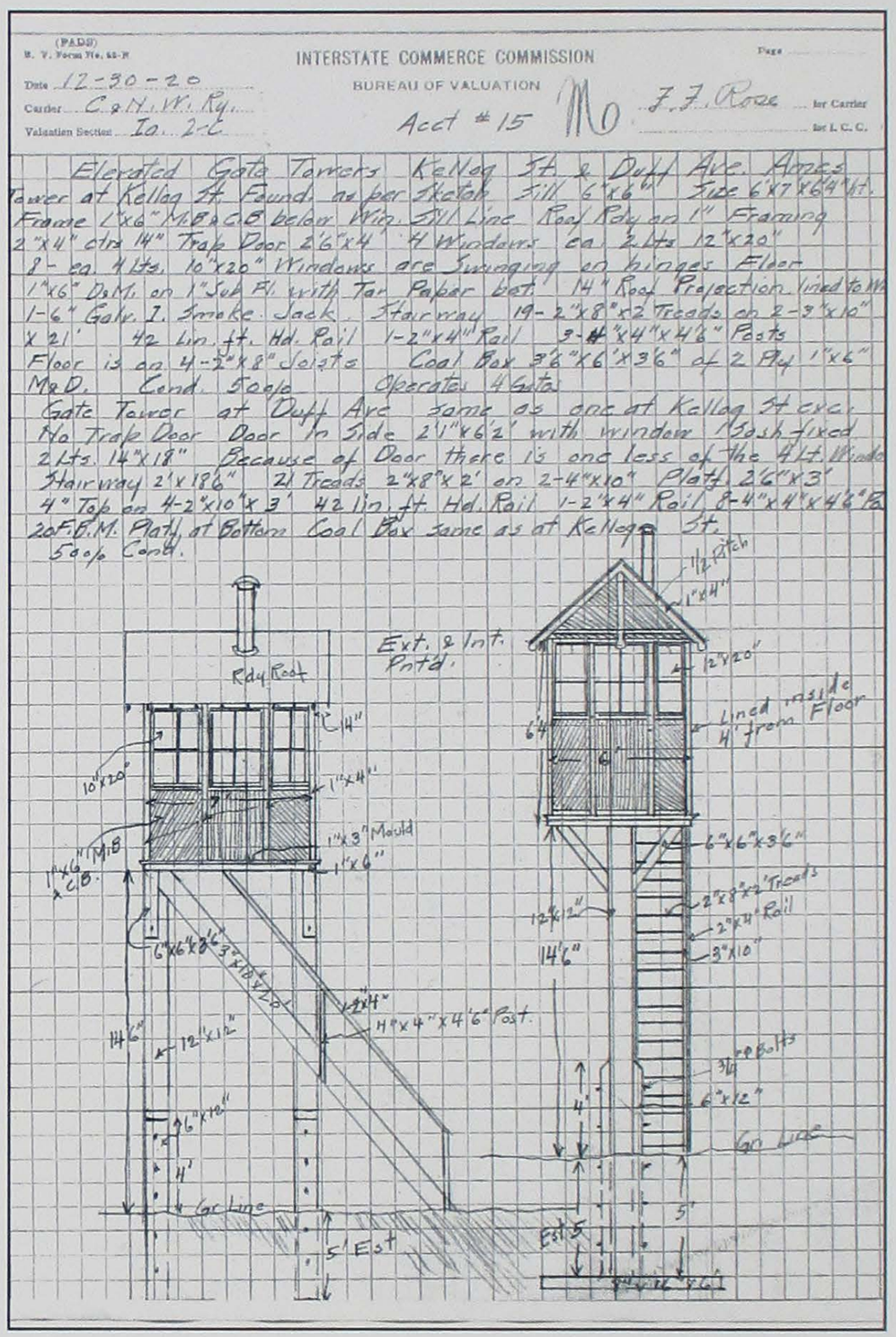
There was one major disagreement. The Fourth Ward filed notice for severance from the City of Ames due to perceived lack of City services and expenditures in the Campustown area. It had been annexed to the city in 1893, and the lively development going on downtown in 1916 caused Fourth Ward citizens to believe their tax dollars were not benefitting them.

RAILROAD MILEAGE AT PEAK IN STATE

In 1917, Iowa had over 10,000 miles of railroad track, the most track in the state's history. It was said that no point in Iowa was over 15 miles from a rail line. After WWI ended, the paving of automobile roads became a priority in the state. The push to "get Iowa out of the mud" was strengthened by the passage of a Federal Aid Road Act in 1916, and creation of the Iowa gas tax in 1925. A dedicated program to pave roads and provide highways for passenger and freight movement started the long decline in railroad miles, services offered and customers served.

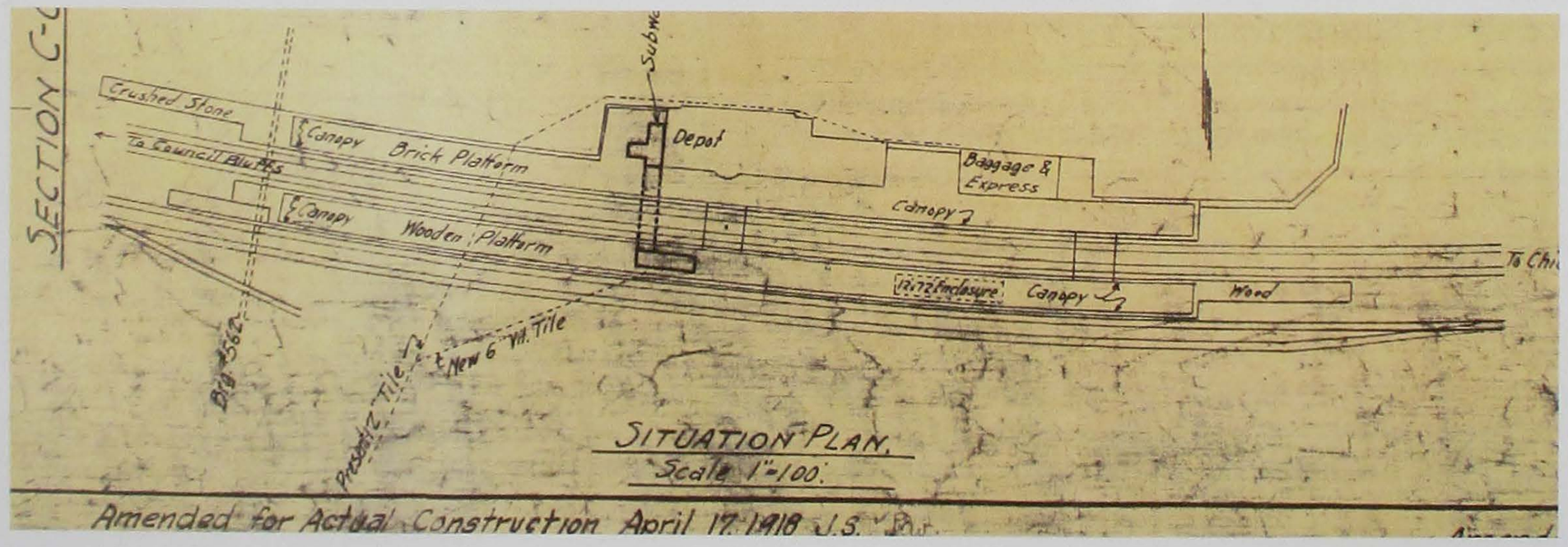
Railroads had tremendous power as the primary, and often only, provider of passenger and freight services. After abuses in rate-setting, and other financial exploitations, a federal agency, the Interstate Commerce Commission (ICC), was created in 1887 to regulate railroads for more equal treatment of customers.

A curious federal law, the Valuation Act of 1913, required the ICC to conduct a comprehensive evaluation of the railroad's assets. These valuations would be used to determine if rail rates were "just and reasonable". This vain quest to create guidelines by which to establish appropriate rates for each carrier cost over $200 million by 1920. The valuation studies done for the Ames properties are in the National Archives. They provide incredibly detailed and valuable information (right).



Cola
CLOTHING SHOP
POTATOES
MAIN ST. - AMES, IA. 24

C & N.W. STATION.
AMES, IOWA.
AMES


Crushed Stone
Canopy
Brick Platform
Depot
Baggage & Express
Canopy
To Council Bluffs
Canopy
Wooden Platform
Wire Enclosure
Canopy
Wood
New 6" Vit. Tile
SITUATION PLAN.
Scale 1"=100.
Amended for Actual Construction April 17. 1918 J.S.

SIDE TRACK -

Convict Labor Has A Big Job Building North Road At Iowa State College

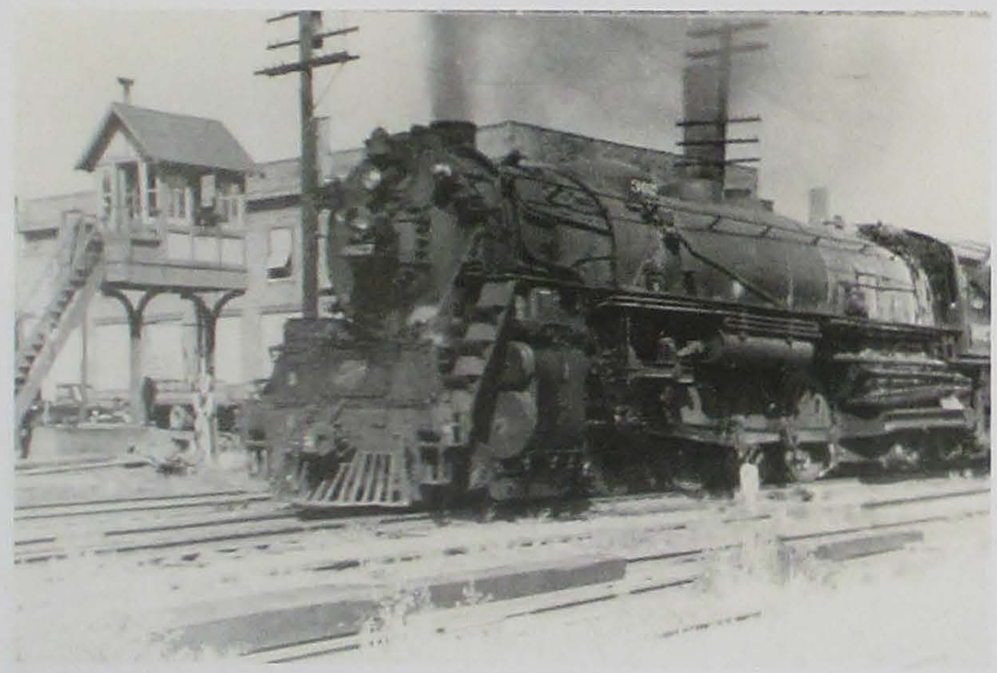
Stange Road north of Iowa State University used to be known as "Prison Road" because convict labor was used to build it. In 1915, prisoners from Anamosa were in Ames building roads and doing general labor on campus. They were directed by the Highway Commission.

The September-October 1915 Iowa State Highway Commission Service Bulletin details how prisoners were used: "Twenty five from Anamosa are in camp at Ames. The Ames men have a camp site in the Squaw Creek valley in the north woods on the College farm. The camp abuts the site of the big girder bridge and the heavy cut and fill upon which the men have been engaged since June.

The work at Ames is a continuation of the north road project started last year by the convict camp. It includes a concrete girder bridge over Squaw Creek of three 42 foot spans with an 18 foot approach span at each end, and a very heavy cut and a long fill.

An industrial railway is being used to carry the dirt, the loaded cars dropping down the steep grade with sufficient momentum to carry them more than a thousand feet out upon the fill. A team is used to pull the cars back up the grade, where a steam shovel loads the cars at a contract price of ten cents per cubic yard.

On the whole, Iowa is having very good success with the use of convicts on road work. However, if every convict in the state could be constantly used on road building, the sum total of their work would hardly be a drop in the bucket, compared to the whole number of men daily employed in Iowa on her job of building roads. The greatest value of convict labor on road building is from the humanitarian side from the standpoint of the men themselves."



SIDE TRACK -
Roadway and Railroad Crossing Towers

Long before microchips and electronic sensors, when electricity was a new technology for the railroads, communities relied upon human beings to regulate roadway traffic at grade crossings.

When trains were approaching, a flagman at the crossing stopped motorists using a small, round white stop sign during daylight hours and a red lantern at night. In some cases, the trains would stop while a railroad crew member flagged for motorists at crossings.

At first, the flagman was given a small shanty for protection from the weather. Prior to the construction of the underpass in 1938, a crossing shanty was located on the west side of Grand Avenue. Grand did not have gates and with each train arrival or departure, a flagman would carry a stop signal to the center of the crossing (top left).

Both Duff and Kellogg had crossing gates and crossing towers where the gatemen could see the trains coming and going. A two-story tower afforded a better view of multiple tracks. By 1955 both crossings were operated from one tower located on the south side of the yards mid-way between the two streets (page 41 top).

The Kellogg Avenue tower was the standard C&NW design introduced around 1890. It was built on two 12x12-inch timbers sunk in the ground, and later bolted to anchors in concrete. At the roof peak, the tower was 24-feet high. Most towers had tan vertical siding and dark brown window frames, trim, stairs and support posts (lower left).

In the 6x8-foot tower, there was only room for a coal stove and scuttle, a chair and the air pump and valves for raising and lowering the gates. The pump had a long handle that the gateman worked to raise the gates. When the air was released the gates came down. The approach of a train was announced in the tower by

a buzzer or bell and light. A gateman in the tower would notify the flagman on the ground when to open and close the crossing. Another bell was mounted on the outside of the tower and the gateman rang it to warn of an approaching train.

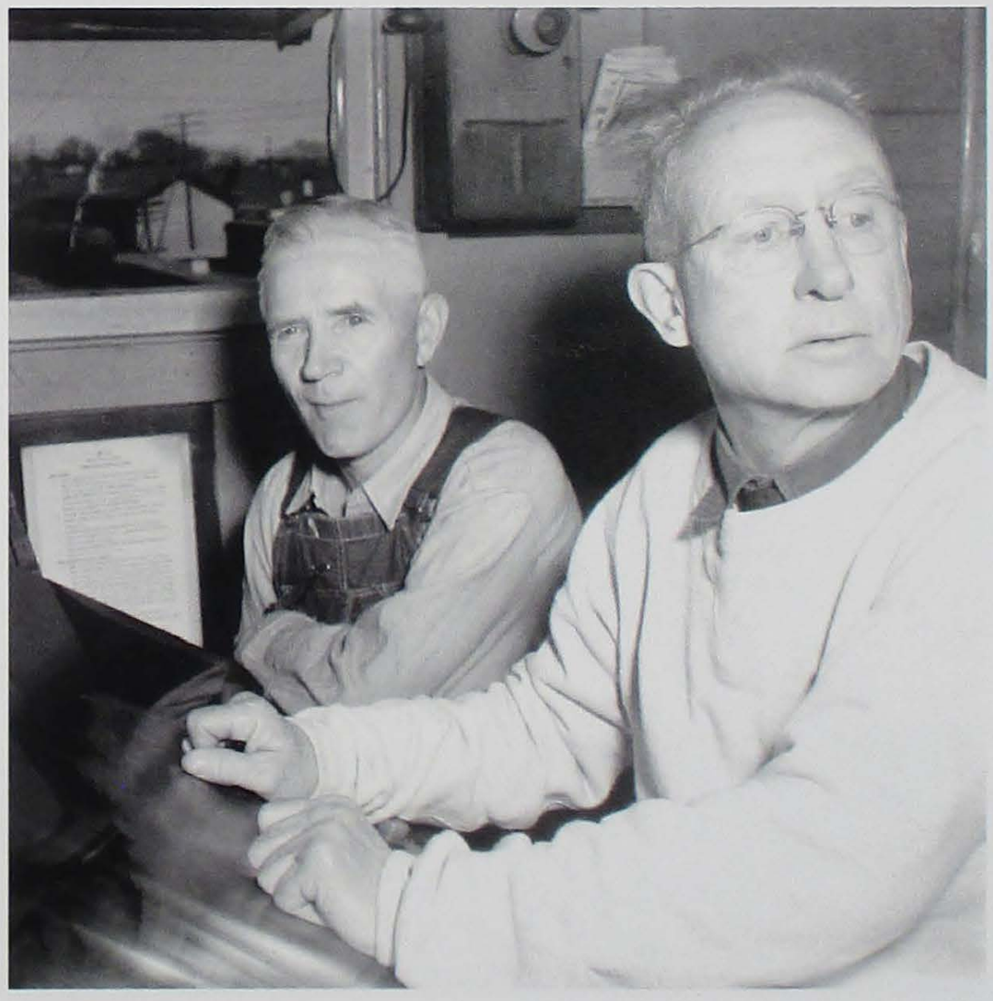
In addition to scheduled and local trains, there were switching moves, signal and section motorcars running back and forth, and motorist and pedestrian traffic through the crossing.

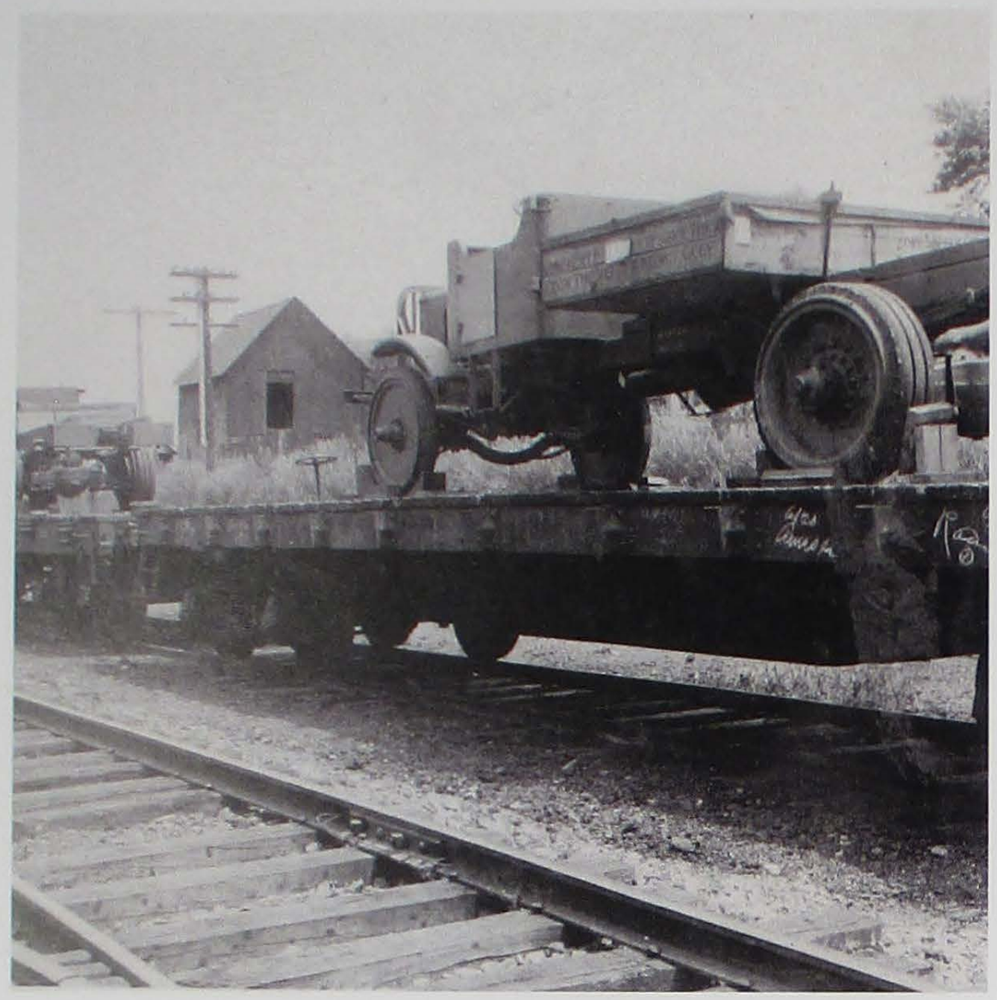
The gateman also inspected passing trains for sticking brakes, dragging equipment, shifted loads and other defects.

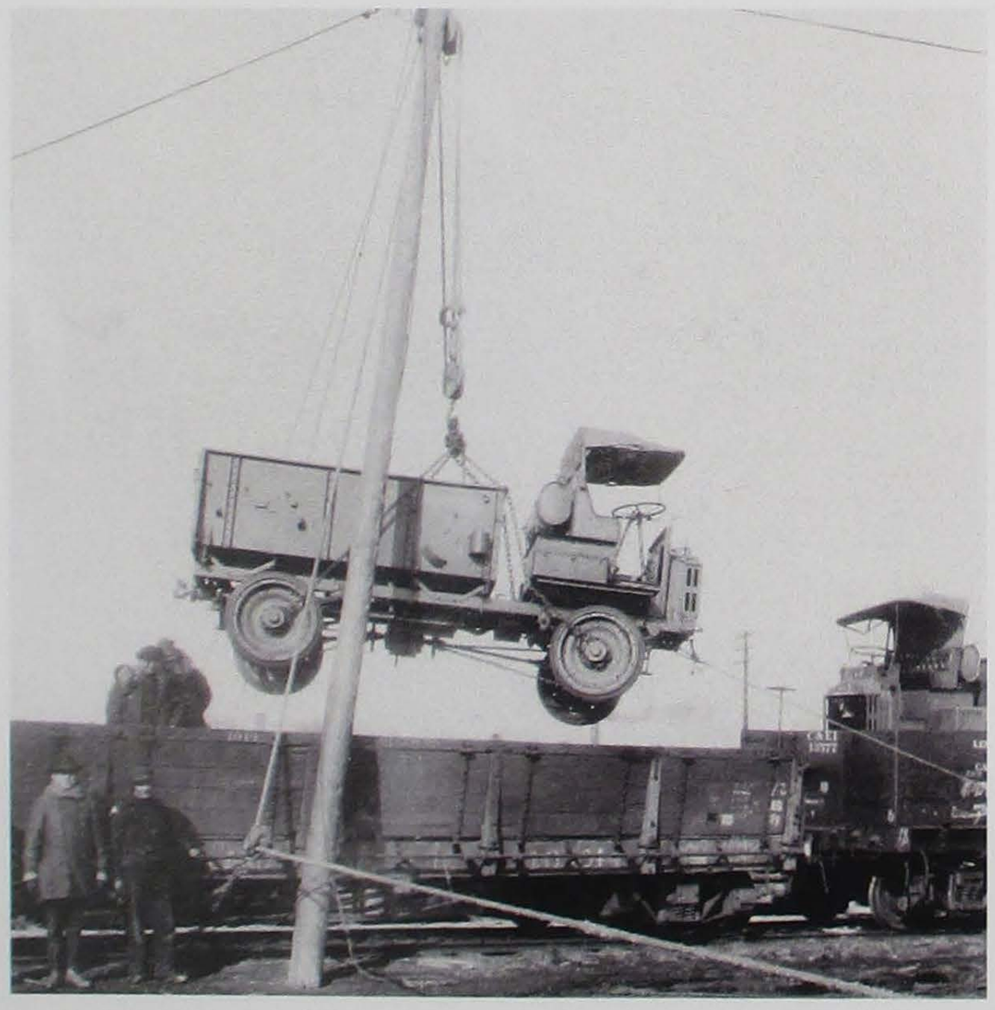
From the late 1940's through the 1960's, towers were removed and gatemen's jobs eliminated. New electric timing circuits and relays in automatic crossing protection replaced human perception.

Mearl Brown (on right in lower picture) was a long-time gateman in Ames, working the Duff, Kellogg and Grand crossings. (Clark did not extend across the tracks until 1971 after passenger trains ceased.)

Mr. Brown worked 48 years for the C&NW from 1910 until 1958. Thirty-five of those years, he was an Ames gateman, watching traffic on the two main lines as well as the yard tracks. He rang the bell on the outside of the crossing tower and manually lowered and raised the gates at Duff and Kellogg.







SIDE TRACK -
WWI Surplus Trucks in Ames

On June 20, 1919 the first train load of surplus War Department trucks arrived in Ames. These trucks were distributed to counties and the Iowa Highway Commission to be used for road building outfits.

Prior to WWI, cities and counties did not have their own equipment and the cost of hiring private road construction crews was very high.

After the war, with surplus equipment available from the Army, road authorities could build and fix paved roads for much less money than the private contractors were charging.

By March 1920, 578 trucks, ambulances and motor cars had been delivered at an estimated value of $2.5 million. Ames was chosen as a central distribution point because it had access to two railroads.

The ownership of all the equipment remained with the Highway Commission which created sheltered storage on land south of Lincoln Highway and west of the Des Moines branch of the C&NW. Four one-story storage warehouses, 52 by 142 feet, were constructed of hollow tile, rubberoid roof and cinder floors at a cost of $43,000. A repair shop was established in one of the buildings.

The equipment was assigned to counties with the understanding that the counties would maintain the equipment. When the equipment became unserviceable, counties had to notify the Commission, which could reclaim the equipment for parts.

In early 1920 a train load of 90 trucks came into Ames in open cars. Because neither the rail car ends nor sides could be lowered or removed, an old fashioned “Gin Pole” with block and tackle solved the problem. Highway Commission employees unloaded the cars and moved them to storage.

Chapter 4: 1930 to 1949
HEYDAY OF THE RAILROADS

RAILROADS and THE GREAT DEPRESSION

In October 1929, the stock market crashed and by 1932, hard times had settled in across America. America's railroads depended on high levels of business. Economic problems mounted as commerce and rail revenues declined: $6.2 billion in 1929, $5.3 billion in 1930, $4.2 billion in 1931, $3.1 billion in 1932.

As the Great Depression deepened, the C&NW faced the economic fight of its life. It was the primary rail carrier through Ames and saw similar revenue declines: $26 million in 1929, $17.4 million in 1930, $6.2 million in 1931, $1.4 million in 1932.

C&NW BANKRUPTCY

There were threats from C&NW's competitors that required action but the Interstate Commerce Commission (ICC) tightly controlled all railroad business decisions. C&NW needed ICC approval for changes and decisions were very slow to come. Drought conditions in the upper Midwest from 1931 to 1937 resulted in drastically fewer crops to ship by rail and less revenue for C&NW.

In mid-1935, C&NW filed for bankruptcy - despite rate increases, administrative consolidations, reductions in passenger train mileage, abandonment of unneeded stations and track, and lower employee wages, layoffs and furloughs.

RECOVERY

To help itself, C&NW introduced improvements to attract both freight shippers and passengers:

• C&NW developed "less-than-carload" shipping and compartmented cars that allowed shippers to buy a sixth of a freight car at carload rates.

• In 1935, C&NW introduced a high-speed train, *The 400,* between Chicago, Milwaukee and the Twin Cities. *The 400* was a refurbished conventional steam locomotive with standard, heavyweight equipment. But with shortened routes, improved track, low fares, savvy scheduling and upgraded engines and cars, *The 400's*

immediately made money and enhanced C&NW's image. A fleet of *400's* operated in the upper Midwest.

• Other railroads were using diesel-powered, lightweight aluminum and alloy "streamliners" and the C&NW shared a state-of-the-art streamliner with the Union Pacific, the *City of Portland.* It began racing along the 2,272 mile Chicago to Portland route on June 6, 1935, maintaining a 40-hour schedule. Averaging 57 mph, it shaved 18 hours from the fastest regularly scheduled run.

• In mid-1936, the joint Union Pacific-C&NW passenger streamliners *City of Denver, City of Los Angeles,* and *City of San Francisco* (with the Southern Pacific) further enhanced service.

• In late 1938, C&NW began streamlining its steam-driven *400's.* The public was excited about these stylish, green and yellow trains that entered service on September 24, 1939. Revenue increased 45.6% over the previous year! The upgrade to streamliners was timely.

No one at C&NW foresaw the approaching war that would create enormous demands for passenger service.

- After 1938, C&NW saw increased revenues with improved crop conditions.

- Increased rates for freight greatly assisted C&NW's finances as did track-sharing agreements that allowed miles of track to be abandoned.

- After America entered World War II on December 8, 1941, citizens who had abandoned trains for cars rediscovered rail timetables and depots.

C&NW - EMERGENCE FROM BANKRUPTCY

A reorganization plan offering a blueprint for financial recovery was filed on June 27, 1936 but it did not receive approval. Instead, an 8-year disagreement erupted between the C&NW and ICC. Finally, C&NW's creditors accepted the plan and the Supreme Court ended other disputes. The North Western emerged from bankruptcy on June 1, 1944.

FAST TRAINS AND AMES

In the 1930's, the fast steam trains of the 1920's (such as Overland Ltd., Corn King, Portland Rose, Challenger) were replaced by diesel power and new lightweight cars.

On February 25, 1934, 2,000 people saw the Union Pacific's first streamliner pass through Ames on an exhibition tour. In 1935, the UP's diesel streamliner, *City of Portland* roared through Ames making a record-breaking coast-to-coast run in 56 hours, 55 minutes. *Portland* stopped in Ames, as did the *Cities of Los Angeles, San Francisco* and *Denver* - people used to go downtown just to see them!

When a west-bound streamliner came into Ames, it would blast its horns near the Duff crossing, break speed east of Kellogg and roll to a stop, placing passenger cars in front of the station. The rear cars on those long trains would be a block from the station - one reason why C&NW opposed a Clark Avenue crossing until 1970. Despite economic conditions, rail passenger travel was very popular. The prime years for passenger travel to and from Ames were 1910 to 1955.

LEADING the WORLD IN TRANSPORTATION
THE Streamliners
● CITY OF LOS ANGELES
● CITY OF SAN FRANCISCO
● CITY OF PORTLAND
39¾ hrs. CHICAGO TO PACIFIC COAST
● CITY OF DENVER
16 hrs. CHICAGO TO COLORADO
SCHEDULE
City of Los Angeles
Leaves Chicago on 6th, 12th, 18th, 24th and last day of each month.
City of San Francisco
Leaves Chicago on 5th, 11th, 17th, 23rd and 29th day of each month.
City of Portland
Leaves Chicago on 4th, 10th, 16th, 22nd and 28th day of each month.
City of Denver
Leaves Chicago Daily.
R. THOMSON, Passenger Traffic Manager
400 W. Madison St., Chicago, Ill.
CHICAGO & NORTH WESTERN RY

1938 GRAND AVENUE UNDERPASS

All rail crossings were at grade (street and tracks were at the same level). With increased activity from through-trains and switching operations, getting across the tracks became a big problem and there were fatal accidents at downtown grade crossings.

In 1916 and 1927, proposals for viaducts at Carroll Avenue and at Brookridge were rejected by the railroad. At Carroll, the track's elevation was lower and there was space for a viaduct. But in 1916 during World War I, railroad operations were controlled by the federal government. Approval from Washington DC was required and construction materials were in short supply. The 1927 Brookridge proposal was rejected for its cost and because it did not improve existing dangerous crossings.

65

83

In 1928, the school board requested a grade crossing at Clark so students could get safely from the high school on Clark to the field house south of Lincoln Way. This also was opposed by the railroad.

By the mid-1930's, city and state highway engineers were seriously talking about an underpass at the Grand Avenue rail crossing. Total cost estimate was $354,000. In 1936, workable plans were developed and after hot debate, Ames voters narrowly approved transferring $25,000 from the municipal electric fund for the city's share.

Since Grand Avenue and Lincoln Way were primary highways (69 and 30), the project was handled by the Iowa Highway Commission with the balance of the cost covered by state funds and a $100,000 grant from the Federal Railroad Crossing Elimination program. Ben Cole & Sons were the contractors, providing important Depression-era jobs. The Grand Avenue underpass was completed in 1938.

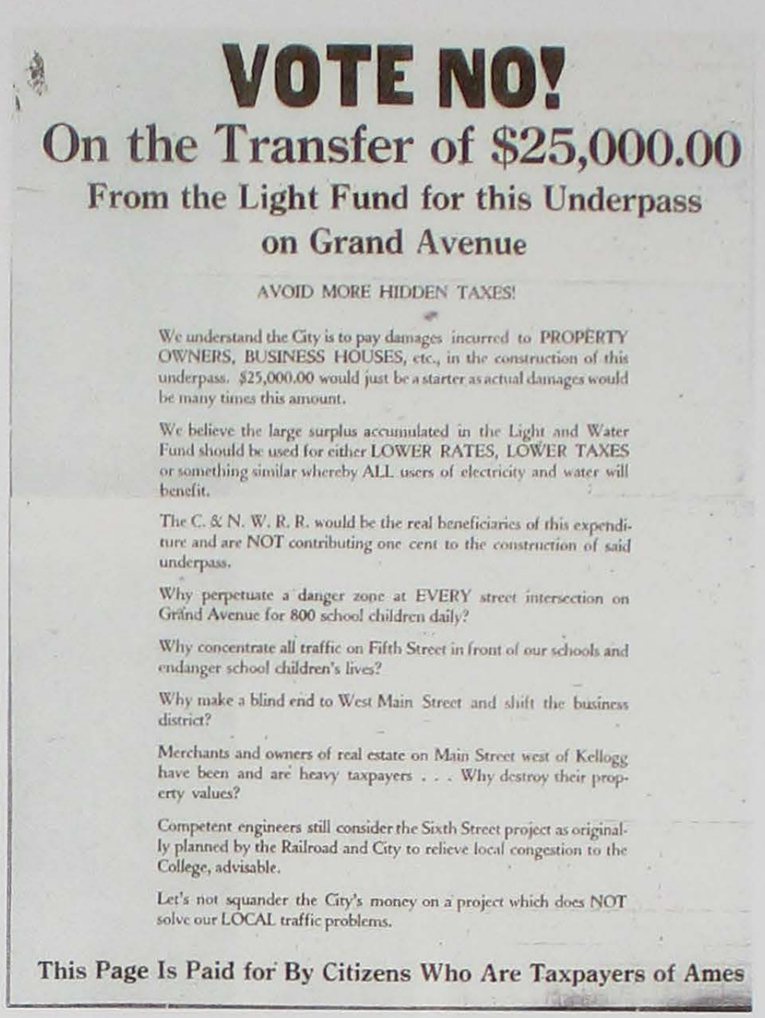
In 1948, Sixth Street was extended to campus and a 61-foot drainage span west of Squaw Creek was converted for use as a roadway under the railroad tracks (still in use near Brookside Park).

In 1971, a grade crossing opened at Clark Avenue, 10 years after passenger service ended.

WORLD WAR II AND THE RAILROADS

World War II had a dramatic impact upon the United States and its railroads. War production from 1940-45 ended the Depression's mass unemployment, added six million workers to payrolls and created an industrial boom.

Responding to unprecedented demand, the railroads united the nation's economy and enabled it to produce and deliver goods needed for the war. **Unlike** during WWI, the nation's railroads remained privately owned and managed during the conflict. Regulatory agencies such as the Interstate Commerce Commission (ICC) guided the railroads under the Office of Defense Transportation.



VOTE NO!

On the Transfer of $25,000.00

From the Light Fund for this Underpass on Grand Avenue

AVOID MORE HIDDEN TAXES!

We understand the City is to pay damages incurred to PROPERTY OWNERS, BUSINESS HOUSES, etc., in the construction of this underpass. $25,000.00 would just be a starter as actual damages would be many times this amount.

We believe the large surplus accumulated in the Light and Water Fund should be used for either LOWER RATES, LOWER TAXES or something similar whereby ALL users of electricity and water will benefit.

The C. & N. W. R. R. would be the real beneficiaries of this expenditure and are NOT contributing one cent to the construction of said underpass.

Why perpetuate a danger zone at EVERY street intersection on Grand Avenue for 800 school children daily?

Why concentrate all traffic on Fifth Street in front of our schools and endanger school children's lives?

Why make a blind end to West Main Street and shift the business district?

Merchants and owners of real estate on Main Street west of Kellogg have been and are heavy taxpayers . . . Why destroy their property values?

Competent engineers still consider the Sixth Street project as originally planned by the Railroad and City to relieve local congestion to the College, advisable.

Let's not squander the City's money on a project which does NOT solve our LOCAL traffic problems.

This Page Is Paid for By Citizens Who Are Taxpayers of Ames

RAILROADS FILL THE GAP

Rationing of gasoline, tires and parts affected airline, bus and truck companies. German U-boats disrupted shipping along the eastern seaboard and through the Panama Canal. Railroads were the only viable alternative and carried 83% of the increase of all traffic between 1941 and 1944, moving 91% of all military freight and 98% of all military personnel.

Railroads were a central part of life during the war years. Families sent their "children" to war from the railroad station and greeted them there when they returned. At times railroad station telegraphers had the grim task of notifying families of wounds or death -- or the good news of a home coming.

FREIGHT AND PASSENGERS INCREASE

Freight traffic soared:
in 1940 - 373 billion ton miles
in 1944 - 737 billion ton miles

With gasoline heavily rationed, passenger volume soared, despite the transfer of 65% of sleeping cars to troop transport:
1940: 18,446,428 passengers
1945: 30,586,195 passengers

WARTIME EFFICIENCIES

To maintain its workforce depleted by enlistments and the draft, C&NW encouraged employees to postpone retirement, asked some retirees to return and sought women, high school-aged boys and Mexican nationals.

The new lightweight streamliners demonstrated that dieselization could enhance operations. From 1941 to 1945, 79 diesel switch engines were acquired, launching the diesel revolution. Diesels doubled the efficiency of trains, could operate at higher sustained speeds and required significantly less maintenance.

To save fuel, trains took the shortest routes and did not move freight cars unless they could be loaded to capacity and unloaded quickly. Anything that could move safely was pressed into service to haul passengers or cargo. The only new cars constructed were 1,200 troop sleeping cars and 400 kitchen cars for troop trains.

AMES TRAIN STATION AND TROOPS

Former resident Don McNeil remembered Ames in the 1940's: "The effects of World War II on Ames were strong, though distant. Many husbands and sons were in service and service star flags adorned windows. Troop trains regularly passed through town on the east-west main line."

Troop trains did not stop in Ames, so USO and "canteen" activities that happened in other stations did not occur here.

REMEMBER PEARL HARBOR

Ames Daily Tribune

UNIVERSAL IN THE AMES TERRITORY

WORLD IS AT WAR!

AXIS FACING A UNITED FRONT

Unanimous Votes Are Cast For Resolutions Recognizing State War With Axis Powers

Iowa Home Guard to Be Formed Soon

General Tinley Will Command State Forces

No-Accident Program for U. S. Likely

Conference Here Will Stress War And Defense

70 Men Examined Here Thursday For U. S. Army Air Corps Posts

Ames Red Cross Equipped to Conduct 10 First Aid Classes

Huge Jap Battleship Sunk By Aerial Bombs Fired by American Army Bombers

E-X-T-R-A

By UNITED PRESS

Democracy mobilized its might against the Axis today.

Germany and Italy formally joined Japan in the conflict against America today and congress answered immediately with a declaration of war on Germany and Italy.

Completing mobilization of great powers, President Roosevelt promised that the strength and determination of free peoples would "ensure a world victory" over savage and barbarous forces now moving toward the western hemisphere in an effort to enslave people everywhere.

Congress approved within an hour his request for a declaration of war.

The turning of machinery that plunged the nation into unprecedented war effort was swift but not into action. A 29,000-ton battleship sank in flames under American aerial bombs off the Philippines, and defense men were opposing a Japanese landing force in the Aparri sector of northern Luzon.

Mayor Names Council for Defense

Carl Dwyer to Head Setup

TILDEN/COLLEGIATE MANUFACTURING

The Tilden Manufacturing Company produced pennants and other college-related goods. It was an off-shoot of the Tilden Store on Main Street. In 1928 it moved from the store to Greeley's Masonic Building at 5th and Douglas and later expanded into what is now the Lechner Building. In 1931, the name changed to Collegiate Manufacturing.

In August 1942, Collegiate took on a government contract. Along with their regular line of goods, they produced raincoats and ponchos for the Army, relying on the railroad to bring the special synthetic resin material and ship the finished goods. In 1944, Collegiate was awarded the prestigious Army-Navy "E" flag for excellence in war production.

OTHER LOCAL INDUSTRIES RELY ON RAIL

A number of vital enterprises were located near the rail yards south of Main Street. For easy shipping, they had their own railroad sidings. Among them (on C&NW) were the Ames Canning Company, Gilchrist Coal & Feed, Mid-Continent Petroleum, the grain elevator, Ames power plant and the Highway Commission, and on FDDM&S, General Filter Company and Schoeneman's Lumber as well as Ames Wholesale Fruit, and oil companies: Sinclair, Cities Service and Square Deal.

IOWA STATE AND THE WAR EFFORT

From 1942-45 during WWII, the railroad played a key role in a Top Secret project at Iowa State. In the Chemistry Building basement, Dr. Frank Spedding headed a research team for the Chicago office of the wartime "Manhattan Project". They sought a way to make large quantities of very pure uranium for the military and discovered a process that became the standard way to refine that metal.

Spedding would go to Chicago by train every week, leaving Ames Sunday night and returning Friday evening. On Saturday mornings he met with his team to exchange information before returning to Chicago. A sleeping car was kept at the Ames Depot, mainly for his use.

When the first big refining breakthrough at Iowa State occurred in September 1942, an 11-pound ingot of pure uranium was produced. Spedding was in Chicago, so an associate stuffed it into a case and got on the sleeping car. When the head of the Manhattan Project saw the ingot, his eyes bugged out. It was the biggest piece of pure uranium that had ever been seen! A uranium "factory" was then set up at Iowa State to produce "Spedding's Eggs."

A FDDM&S rail freight spur-line extended to campus and while the project was underway, the incoming rail shipments of raw materials and outgoing pure uranium aroused a great deal of curiosity. Pure uranium is very heavy, so boxcar weight capacity was reached by just one layer of crates laid directly over axles. Highly

guarded trains came in and left, but it never looked like they were carrying anything!

On December 2, 1942, two tons of pure uranium metal was shipped from Ames by rail to the University of Chicago to be used in the world's first controlled nuclear reaction.

By the end of the war, the total production of virgin uranium metal from Iowa State was approximately 1.5 million pounds. It was shipped by rail to other Manhattan Project sites in Tennessee and Washington state. Eventually, the fearsome bomb in which it was used ended the horrors of WWII.

BENEFITS

In 1943, railroads paid over $1.8 trillion in taxes that supported the war effort. Railroads became revenue generators for defense, unlike World War I when federalized railroads were a government burden.

WWII solved the C&NW's financial problems and reduced competition, ending its bankruptcy in 1944. Following the 1945 victories in Europe and Japan, trains brought millions of America's young men and women home to their families, victory celebrations and the promise of a new life after the war.

By spring 1946, the major troop train movements of World War II became history.

1944 FLOOD

The "Worst Flood in Ames History" on May 20, 1944 stopped trains from coming in or going out of Ames. The depot subway was filled with water and the Grand Avenue underpass was damaged.

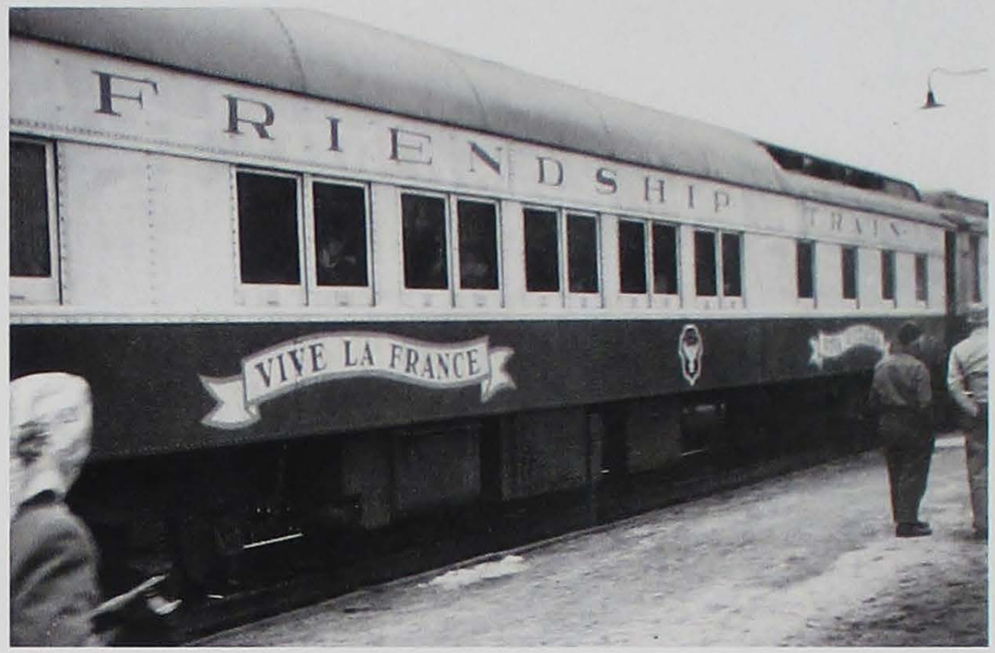
1947 - FRIENDSHIP TRAIN

After World War II ended, the French began rebuilding their ravaged nation and were in great need of everyday necessities. A Washington newspaperman suggested that America come to their aid with a "Friendship Train".

Newspapers across the country promoted the project and over $40 million dollars' worth of supplies were collected. Iowans gave $100,000 worth of food, the largest contribution by any state. Ames exceeded its $10,000 goal by raising $15,780 in cash and food. The Friendship Train departed from Los Angeles and headed to New York, adding cars filled with donations on its cross-country journey. In Ames on November 13, 1947, 5,000 people met the train and four cars holding evaporated milk and flour were added.

By the time the train reached NYC, there were 169 cars. Donations from other areas brought the total to 700 boxcars of food, fuel, medicine and clothing that were shipped, arriving in France on December 18, 1947.

In 1949, France reciprocated with the Merci Train, a group of 49 French train cars loaded with gifts, one car for each state. Iowa's Merci Train car is at Antique Acres in Cedar Falls, displaying several of the original gifts.



NORTH WESTERN DEPOT
FROM WATER TANK, AMES, IA. -49-

FLORIST
DRUGS
RAINBOW
COFFEE SHOP
SODAS
PAINT
THE BIG SAVE STORE
40-5366
MAIN STREET - AMES - IOWA -

DEPOT REMODELING

Plans announced in 1946 for a $100,000 remodeling of the Ames depot were delayed due to post-war material shortages. The extensive remodeling was completed in 1951 (right). The brick trackside platforms were replaced by concrete and the interiors were modernized by replacing old-style wainscoting with fine paneling.

SIDE TRACK-
War Feats of the Jeep

The famous World War "Jeep" was designed to railroad specifications. The wheel-base was 4 feet, 8.5 inches and its tire-less rims could be run on railroad tracks!

The many WWII feats of the Jeep made history. Fitted with flanged steel wheels, Jeeps were used on railroads in virtually every theater of military operations. In the Philippines a little quarter-tonner pulled a 52-ton supply train for 19 miles, averaging 22 miles per hour. In France, they ran along the main rail lines, while in Australia they were used as switch engines. Easily transported by amphibious landing craft and by air, the Jeep went everywhere. It was reported that a Jeep was the first motor vehicle to conquer the steep climbs and dense jungles of a new India-China route that supplanted the Burma Road.

Altogether, the Jeep's performance bordered on the incredible, prompting one Army officer to comment that the quarter-tonner could "do anything except swim or climb a greased pole." War correspondent Ernie Pyle once observed, "It does everything. It goes everywhere. It's as faithful as a dog, as strong as a mule, and as agile as a goat. It constantly carries twice what it was designed for, and still keeps on going. It doesn't even ride so badly after you get used to it."

Howstuffworks.com

CALIFORNIA
Just a few hours to the Land of Flowers
1940
SAN FRANCISCO
WORLD'S FAIR
May 25th to Sept. 29th
Plan to see it this year. Take advantage of Low Circle Tour rates. See two Great Fairs for one Fare.
...And you'll enjoy every hour of the trip on
The STREAMLINERS
39½ hrs. Chicago to Pacific Coast
16 hrs. Chicago to Colorado
The "City of Los Angeles" (ten times a month)
The "City of San Francisco" (five times a month)
The "City of Portland" (five times a month)
The "City of Denver" (overnight, every night)
The Forty Niner (to San Francisco in 50 hours, five times a month)
The CHALLENGERS
You can travel at a bargain in tourist sleeping cars and get comfortable accommodations at about half the Standard Pullman rate. Or you can go in attractive modern coaches—paying only $65.00 for your round trip fare from Chicago. In either case your meals need cost you no more than 90c a day. Nurse-stewardess service. Special coaches for women.
The DAILY LIMITEDS
The San Francisco Overland Limited (all-Pullman)
The Los Angeles Limited (all-Pullman)
The Portland Rose (all-Pullman)
The Pacific Limited (all classes of accommodations)
To see more of the scenic West go on the Pacific Limited which provides daytime travel to Los Angeles through the Red Canyon country of Utah-Nevada and over the San Bernardino Mountains. To San Francisco over the high Sierras; and to Portland via the Columbia River Gorge.
R. THOMSON, Passenger Traffic Manager, 400 West Madison Street, Chicago, Ill.
CHICAGO and NORTH WESTERN LINE

SIDE TRACK -
Streamliners

The streamliner was created out of necessity. Passenger service was once a secure source of railroad revenue, but during the 1920's, travelers began to prefer their own automobiles. In addition, the Great Depression that started in October 1929 and lingered into the 1930's meant that many people couldn't afford to travel at all.

These two forces had a dramatic effect as passenger revenues of the nation's railroads were cut in half. Something big was needed to attract passengers back to the rails.

Enter the streamlined train - popularized at the 1933-34 Chicago "Century of Progress" Exposition. New shapes and vibrant colors or shining stainless steel replaced stodgy heavyweight equipment. Improved speed as well as stylish interiors, fine foods and gracious service were all part of the attraction and each streamliner was unique.

The trains reflected the character of their region of origin and represented American diversity in an era when every place was different and proud of it. Heavily promoted, streamliners proved irresistible! Switching from other forms of transportation, large numbers of patrons flocked to the new trains. The public was hooked.

Some railroads successfully streamlined their steam engines but new diesel locomotives doubled the efficiency of trains, operated at higher sustained speeds and required significantly less maintenance. There was wholesale change with the railroads embracing new propulsion, new engineering, new metallurgy and a whole new art form. To the public, it seemed to happen overnight.

TRAVEL

At first, only the well-to-do could afford streamliner travel. As the economy recovered after WWII, the railroads provided more options so that a greater number of Americans could afford to travel by train.
In local depots, beautifully designed posters and brochures fueled traveler imagination and stimulated purchase of tickets to locations all over the country. Railroads teamed up with the National Parks to increase interest in seeing and supporting these national treasures.

Streamliners that stopped in Ames or passed through were Union Pacific's *City of Portland* and the *Cities of Los Angeles, San Francisco* and *Denver,* as well as C&NW's *Omahan, Corn King* and *Kate Shelley.*

The "love affair" with streamliners lasted until the late 1950's when the freedom provided by automobiles finally pulled adventure-seekers away from trains. Most railroads stopped remaining passenger service when Amtrak was established on May 1, 1971.

A number of classic streamliners live on in museums around the country.

AMES

CITY OF DENVER

Chapter 5: 1960's and 1970's
CHALLENGING TIMES FOR RAILROADS

In the 1960's and 1970's, rail service nationwide was in decline. Passenger trains were being eliminated and freight service was deteriorating. Track and equipment were in bad repair resulting in poor service and more expense. Burdensome federal regulations made it difficult for railroads to eliminate branch lines that generated little traffic and revenue.

TURNING POINT FOR PASSENGER SERVICE

By the mid-1950's, interest in passenger train service nationwide was diminishing. Competition from automobiles and air service and construction of the interstate highways in the late 1950's and 1960's further reduced demand for passenger train service.

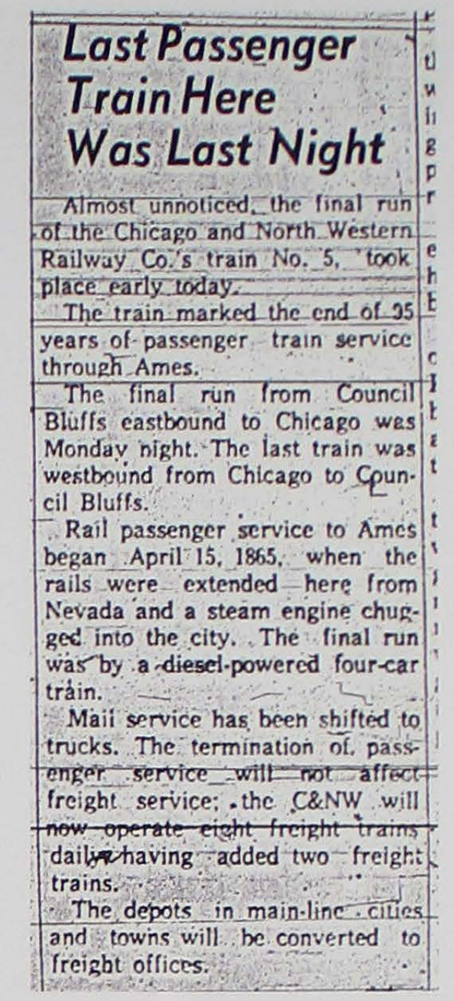
On October 30, 1955 the Union Pacific (UP) ended its agreement with C&NW to operate its west coast trains between Chicago, Ames and Omaha, including the five cross-country streamliners in each direction. These trains regularly ran late due to rough track conditions.

The UP trains were moved to the Chicago, Milwaukee, St. Paul & Pacific Railroad (Milwaukee Road) between Omaha and Chicago. Ames passengers going to the west coast could take a C&NW train to Omaha and change there to the UP or drive to Perry, Iowa for a direct train. In 1965 there was an unsuccessful petition to the Iowa Commerce Commission to require the Milwaukee Road to stop in Huxley.

C&NW passenger trains to Chicago were reduced from nine per day to four per day.

On the positive side - eliminating streamliners made it easier to keep freight trains on schedule. This enhanced the freight business relationship between the UP and the C&NW. Freight train connections and freight business improved. Since C&NW was competing with the Rock Island, Milwaukee Road and Illinois Central for west-coast-to-Chicago traffic, this put C&NW in a much better position.

By April 1959, passenger train service on the main line was reduced to one train per day, the *Fast Mail*, between Chicago, Ames and Council Bluffs. Since there was no direct connection from Ames to UP west coast passenger trains, travelers had to transfer in Council Bluffs to the Omaha station. In 1960 the daily train through Ames was reduced to a Clinton-to-Chicago train. The last regularly schedule passenger train left Ames on March 15, 1960.



Last Passenger Train Here Was Last Night

Almost unnoticed, the final run of the Chicago and North Western Railway Co.'s train No. 5, took place early today.

The train marked the end of 95 years of passenger train service through Ames.

The final run from Council Bluffs eastbound to Chicago was Monday night. The last train was westbound from Chicago to Council Bluffs.

Rail passenger service to Ames began April 15, 1865, when the rails were extended here from Nevada and a steam engine chugged into the city. The final run was by a diesel-powered four-car train.

Mail service has been shifted to trucks. The termination of passenger service will not affect freight service; the C&NW will now operate eight freight trains daily, having added two freight trains.

The depots in main-line cities and towns will be converted to freight offices.

AMES TO KELLEY BRANCH ABANDONED

The Fort Dodge, Des Moines, and Southern (FDDM&S) entered Ames in 1907 with a branch line from Kelley. At Kelley, trains continued to Des Moines or Fort Dodge via Boone. FDDM&S passenger service to Ames operated from 1907 to 1929 and freight service continued to 1965.

In the 1950's, there were two daily FDDM&S freight trains per day to Ames from Boone. In the early 1960's, this was reduced to one train that operated only when needed. The last FDDM&S customer on the Ames branch was the ISU Power Plant for coal shipments. The last shipment to the power plant on the C&NW (former FDDM&S) track was new equipment for the Power Plant in 1985.

The FDDM&S station at the northwest corner of Lincoln Way and Grand also received shipments that were unloaded from box cars. The Ames station was closed by 1963 and, deemed an "eyesore" by the City, was torn down in September, 1965. A restaurant was constructed on the site in 1966, later replaced by Greater Iowa Credit Union.

RAILROAD MERGERS AFFECT TRAIN TRAFFIC

By 1963, there were as few as three trains a day passing through Ames in each direction. As rail freight traffic declined due to competition with trucking, it became clear that there were too many railroads in Iowa for the amount of rail traffic. Unfortunately, railroads adjusted to the lower volumes and profits by deferring maintenance and attempting to abandon branch lines.

In an effort to survive, C&NW engaged in merging and acquiring competing railroads and each of these acquisitions eventually increased the volume of train traffic through Ames. In 1960, C&NW purchased the Minneapolis & St. Louis Railroad (M&StL). In 1968, it absorbed the Chicago Great Western (CGW) and the Fort Dodge, Des Moines, & Southern (FDDM&S).

As a result of these mergers, the C&NW expanded its system. But at the same time, it started wholesale abandonment of the newly acquired lines, moving existing freight to nearby C&NW rails. By the late 1970's, this resulted in more traffic through Ames with as many as five trains per day in each direction.

THE WYE

A railroad “wye” functions like an interstate junction allowing trains to move between different lines. The Ames wye allowed trains from the east or west to go directly south to Des Moines, crossing Lincoln Way near Grand Avenue. The east leg of the wye connected Des Moines with Marshalltown and other cities on the mainline to Chicago. The west leg of the wye connected Des Moines with Boone where freight cars would be sorted for destinations to the west.

DELAYS AND SAFETY CONCERNS

The speed on the wye was 10 mph. This caused traffic jams at the Lincoln Way crossing, especially when trains exceeded 70 cars. Paul Goodland, mayor of Ames from 1980-1990, made the elimination of train delays a central part of his campaign for mayor. A slow moving train would isolate south Ames from emergency services, blocking the crossings downtown at Clark, Kellogg and Duff.

In 1986, C&NW purchased the Rock Island rail line from Kansas City-Des Moines-Nevada-Minneapolis. This allowed abandonment of the wye and the line south from Ames.

Discussion of an under or over pass at Duff Avenue started in the 1940's and this unresolved issue continues to cause debate in Ames. As railroad traffic declined, local automotive traffic was increasing. Ames City Council had been requesting a crossing at Clark Avenue since 1928 and in 1971 the railroad finally approved a three-track crossing.

C&NW RAIL YARDS TO DOWNTOWN PARKING

The Ames rail yard was located south of Main Street between Duff and Grand. North-south trains between Des Moines and Eagle Grove would pick up or leave cars for the east-west trains on the mainline. East-west trains would leave their cars for the north-south trains. The yard functioned in a similar manner as an interchange between two interstate highways.

By 1964, most of the industries in Ames had moved away from the rail yard area or switched to trucks. The railroad notified the City of Ames on March 11, 1964 that it was moving the rail yards to a new location between Ames and Nevada.

DOWNTOWN PARKING LOT

The business community provided $14,800 to study using the railyard for improved downtown parking. In September, 1965, the City raised part of the cost for parking lot construction - $440,000 - from parking revenue bonds. But controversy ensued about parking rates and who would benefit from the new parking lot. Some businesses were already providing parking for their customers. In November, 1965 a unique (first of its kind in Iowa) financing plan was developed.

Money would come from parking revenue (60%) and a special assessment on downtown properties on both sides of the railroad (40%). The assessments were further modified to accommodate businesses that would have minimal benefit from the new lot. The final financing plan drew money from parking funds, revenue bonds and a lower-cost special assessment for adjoining properties.

The C&NW began construction of the new yard in November, 1965 and moved operations there on September 2, 1966. Demolition of the old yard began immediately and was completed in a few weeks (right). Yet more controversy developed over the design of the parking lot. Some businesses wanted only part of the new lot paved to reduce cost while others wanted a "park like" setting. The current parking configuration was approved on December 1, 1966. Construction began in 1967 and was completed on October 26, 1967 (pg. 61).

1974 POOR TRACK CONDITION IN IOWA

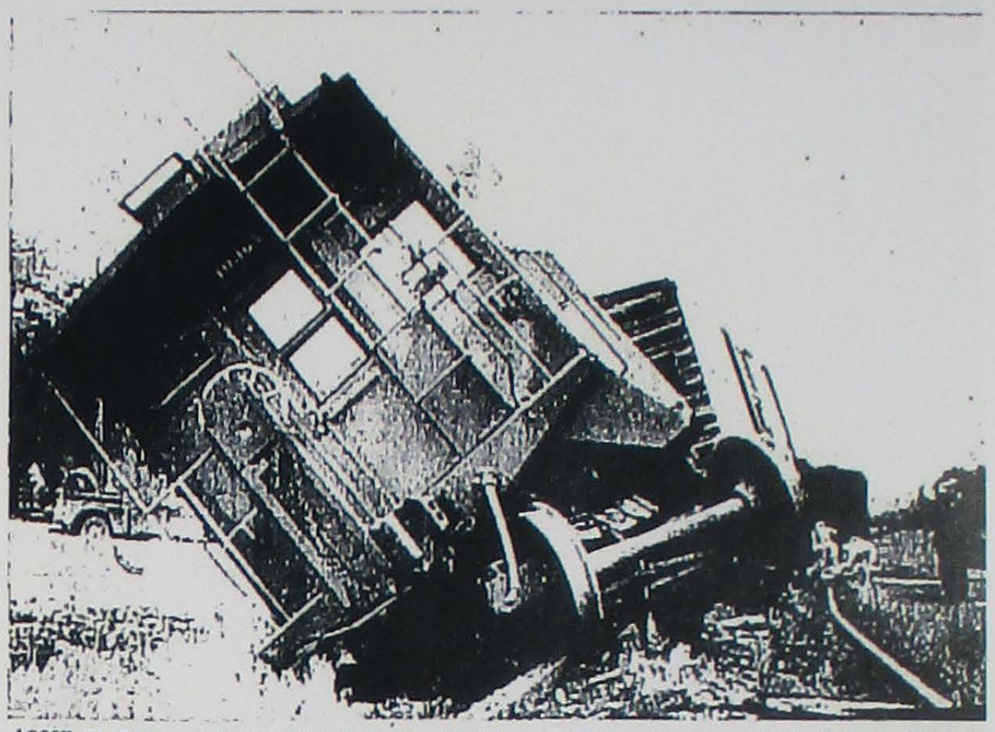
Shippers and farmers were concerned about the poor condition of Iowa's railroads. Reliable service was needed to move grain to Mississippi River ports for loading to barges and eventual shipment to international destinations. Because the railroads were highly regulated, the shippers and other interested parties turned to government to help solve the problem of deteriorating railroad infrastructure.

The Iowa D.O.T. developed a no-interest loan program to upgrade grain-carrying branch lines. In 1974, C&NW received one of the first no-interest loans to upgrade 70 miles of track between Ames and Luverne (north). This allowed higher speeds and greater productivity and preserved the line that operates today from Ames to Eagle Grove.

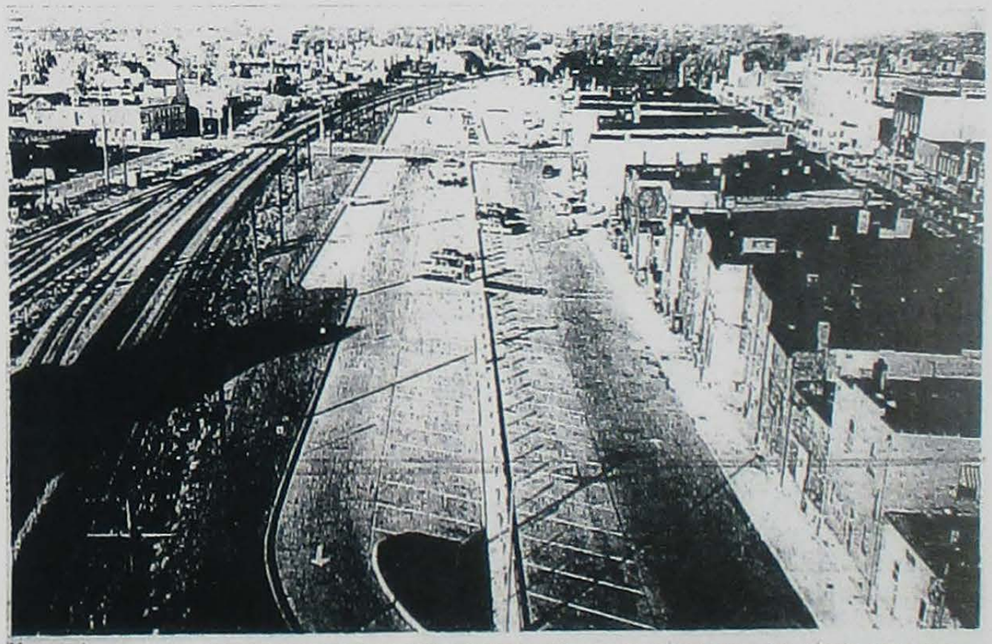
The federal government was aware of the deteriorating rail conditions and the impact that a mass abandonment of rail would have on the U.S. economy. The "4R" program (Railroad Revitalization and Regulatory Reform Act of 1976) was created in response to railroad bankruptcies in the northeast United States. It provided funding to operate freight trains, rehabilitate track, and buy equipment.

This was the first effort by the federal government to begin deregulating railroads, allowing them to compete with each other and other modes for freight traffic. It also changed the way property taxes were paid by railroads to local governments.

In Ames, the C&NW used 4R funding to rehabilitate part of its mainline track, allowing more trains to operate at higher speeds. The 40 mph speed limit in Ames was not changed.



LOOSE CABOOSE — Chicago and North Western railroad conductor Clifford Moon, Eagle Grove, was admitted to Mary Greeley Hospital shortly after 4 a.m. today after this caboose and two boxcars derailed at the Ninth St. crossing here. Railroad crews were at work at 5:30 a.m. beginning to repair the twisted ties and rails. Railroad officials sai little rocking motion" as the train rounded the corner co into the Ames yards caused the cars to derail. (Tribune by Don Wright)



High view

Taken from the top of the Ames Fire Department's aerial ladder truck, a vantage point offered to only a few people in Ames, this photo shows the design of the new central business district parking lot, and the relocation of the Chicago and North Western railroad tracks. Both east and west parts of the lot have been completed and are open to traffic.

SIDE TRACKS -
1960's Railroad Cars

In the 1960's, railroads changed the way they handled the shipping of bulk commodities such as grain and coal.

In earlier years, the standard 40-foot railroad box car was designed to carry almost any commodity.

Later, cars were designed and built for specific materials. This increased the weight or volume that could be carried in each car, resulting in lower costs for the shipper. With more efficient cars, the amount of car handling was reduced, lowering the railroad's costs for tons handled.

The red Minneapolis & St. Louis Railway box car (#1) was a typical 40-foot car. It was versatile and could carry anything from finished products (such as appliances) to bulk commodities (such as grain). It could hold about 25 tons of grain, but loading and unloading was cumbersome and grain often leaked out of the cars in transit.

The yellow Cargill covered hopper (#2) was developed to handle grain. It could hold up to 100 tons (4740 cu. ft.) and replaced four box cars. It also reduced loading and unloading time by using gravity. Cars are owned either by railroads or private car companies.

The large brown C&NW box car (#3) was new in the 1960's. It is 60 feet long and holds 50% more cargo than the standard box car. For relatively light weight products, such as appliances, furniture or other finished goods, two replace three standard box cars.

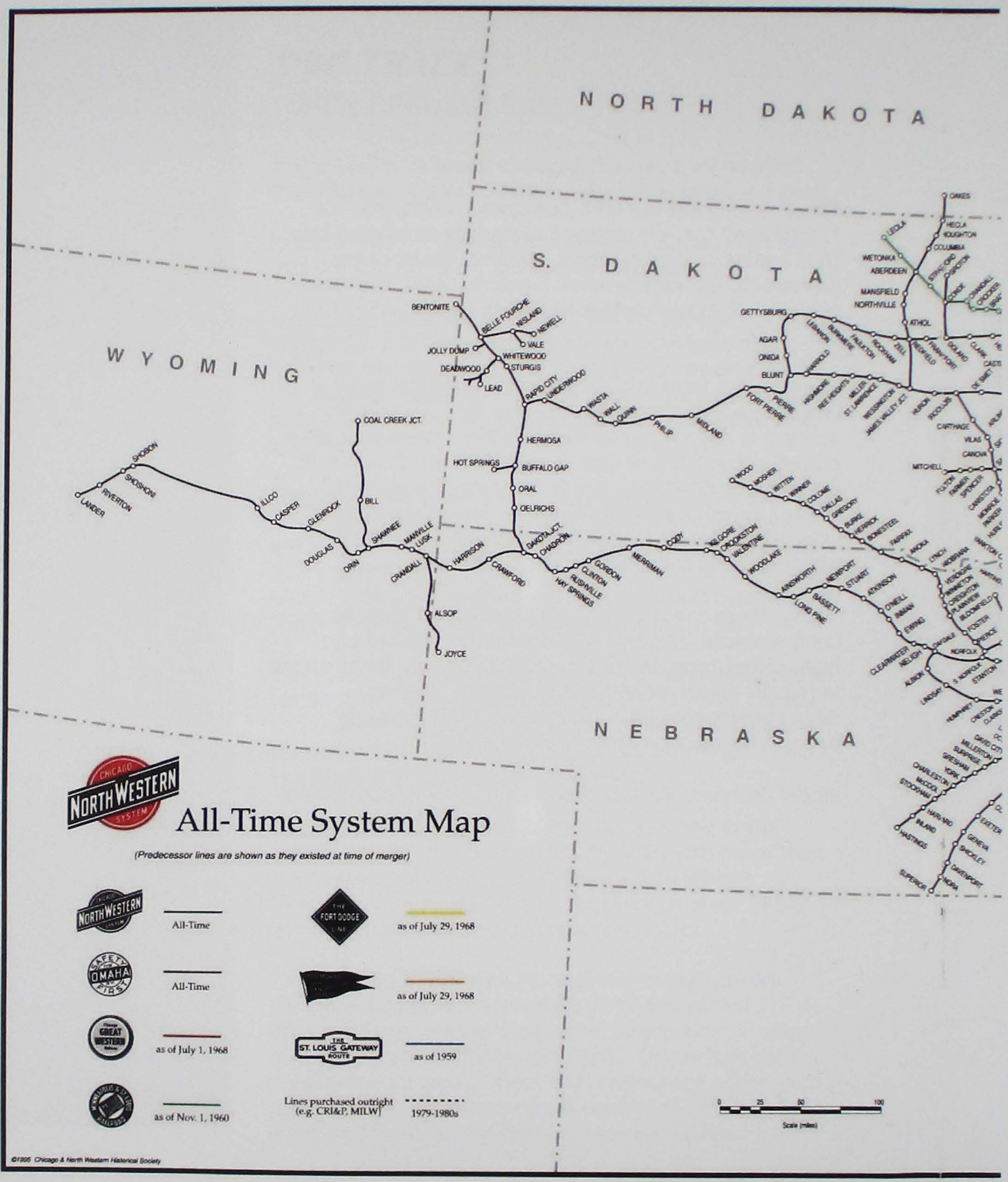
The black EJ&E flat car (#4) with the orange covers carries coiled steel. Innovative steel production produces large coils of sheet steel to produce tin cans, automotive parts or other products. One or two coils (depending on type of steel and weight) are under each orange hood. Overhead cranes remove the covers, load or unload the coils and then replace the covers.

The very long flat car with two truck trailers (#5) is a "piggyback" car, the railroad's response to competition from highway transportation. At first, trailers were driven onto the cars by small tractors. Now, overhead cranes pick up the trailers and place them on the flat car.

The flat cars were initially 89 feet, about the same length as a long-distance passenger car. They could operate in regular mixed-freight trains where they were placed at the front or rear to expedite switching at the destination. Now, they are in dedicated "piggyback" trains. By hauling the trailers over long distances and using local truckers for pick-up and delivery, energy efficiency and cost efficiency is maximized.

Today, there are still some piggybacks, but most have been replaced by trains with containers stacked two high, called "double stack" trains. They can be operated in regular mixed-freight trains, but are often in dedicated express trains that travel from west coast ports to distribution centers in the Midwest.

Model cars furnished by Bob Drenth, Nora Springs, Iowa



All-Time System Map

(Predecessor lines are shown as they existed at time of merger)

All-Time		as of July 29, 1968	
All-Time		as of July 29, 1968	
as of July 1, 1968		as of 1959	
as of Nov. 1, 1960		Lines purchased outright (e.g. CRI&P, MILW)	1979-1980s

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MINNESOTA
DULUTH
SUPERIOR
ITASCA
BAYFIELD
WASHBURN
SOLON SPRINGS
GORDON
MINONG
TREGO
SPOONER
SHELL LAKE
CUMBERLAND
TURTLE LAKE
HAYWARD
LAC DU FLAMBEAU
MERCER
WATERSMEET
REPUBLIC
NIAGARA
LONG LAKE
LADOGA
ESCANABA
MENOMINEE
MARINETTE
PESHTIGO
OCONTO
TWO RIVERS
MANITOWOC
CLEVELAND
HAVEN
SHEBOYGAN
COSTBURG
BELGIUM
PORT WASHINGTON
MEQUON
WISCONSIN
MILWAUKEE
ST. FRANCIS
CUDAHY
OAK CREEK
RACINE
KENOSHA
WAUKEGAN
LAKE BLUFF
LAKE FOREST
HIGHLAND PARK
WILMETTE
EVANSTON
PROVISO
CHICAGO
BELLWOOD
ELMHURST
WEST CHICAGO
GENEVA
AURORA
ELGIN
ST. CHARLES
SYCAMORE
BYRON
DE KALB
ROCHELLE
ASHTON
DIXON
EARLVILLE
TROY GROVE
CHURCHILL
SPRING VALLEY
HAMANAMAN
NORMANDY
MANLIUS
SEATONVILLE
LADD
BROADMOOR
CAMP GROVE
SPEER
RADNOR
PEORIA
SOUTH PEKIN
BARR
MONTEREY MINE
BENLD
LITCHFIELD
DECAMP
EDWARDSVILLE
MADISON
ILLINOIS
MISSOURI
KANSAS CITY
LEAVENWORTH
ST. JOSEPH
DEARBORN
SAVANNAH
GUILFORD
CONCEPTION
RAVENWOOD
PARNELL
SHERIDAN
ATHELSTAN
BENTON
DIAGONAL
SHANNON CITY
ARISPE
TALMAGE
LORIMOR
PERU
DES MOINES
WEST DES MOINES
DALLAS CENTER
GRIMES
BOONE
AMES
NEWTON
OSKALOOSA
TRACY
ALBIA
CONSOL
MIAMI
ARKEL
EDDYVILLE
HEDRICK
BRIGHTON
WAYLAND
WINFIELD
MORNING SUN
KEOSAUQUA
KEOTHSBURG
MONMOUTH
MEMO
ABINGDON
LONDON MILLS
RAPATEE
MIDDLE GROVE
ELM
HANNA
FORT DODGE
HARCOURT
JEWELL JCT.
ROLAND
GLADBROOK
MARSHALLTOWN
GILMAN
NEWBURG
ORINELL
BLUE GRASS
BELLE PLAINE
BLUESTEM
CASTANA
MISSOURI VALLEY
BLAIR
WEST POINT
WINDEN
ARLINGTON
IRVINGTON
COUNCIL BLUFFS
OMAHA
SOUTH OMAHA
FREMONT
PLATTE RIVER
WAHOO
CERESCO
MILE
SEWARD
CORDOVA
LINCOLN
DOON
SIOUX FALLS
CENTERVILLE
HERSEFORD
ALCESTER
HAWARDEN
ALTON
GRANVILLE
PATERSON
CROFTON
NIOBRARA
LEWIS
WREN
SIOUX RAPIDS
LAUREN
ROLFE
SOLVEN
SCHALLER
SAC CITY
SOMERS
REMARD
IDA GROVE
BOYER
ILION
DENISON
MANNING
HARLAN
AUDUBON
CASTANA
MISSOURI VALLEY
MINDEN
ARLINGTON
IRVINGTON
COUNCIL BLUFFS
OMAHA
SOUTH OMAHA
FREMONT
PLATTE RIVER
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HARLAN
AUDUBON
ESTELLINE
BRUCE
HURON
WOLSEY
WESSINGTON SPRINGS
ESTELLINE
BRUCE
HURON
WOLSEY
WESSINGTON SPRINGS
STRUTHER

Chapter 6: 1980's to 1990's
SAFETY, GROWTH AND MERGERS

By the late 1970's in downtown Ames, there were major traffic tie-ups and safety issues with the C&NW railroad. Citizens complained that on the north line crossing bells sounded with no train approaching. C&NW was sued by the City in 1979 for a zoning violation for using their land near the North 4th Street residential area for manufacturing rail switches. The City attempted to prosecute a C&NW engineer for blocking downtown crossings for more than 10 minutes. Downtown crossings were tied up when trains moved south from the main line across Lincoln Way, causing delays for fire and ambulance service to the south part of the City.

In 1979, Father Paul Goodland campaigned for Mayor stating his intent to reduce motorist congestion and improve crossing safety. One of his first actions as Mayor in January 1980 was to appoint a "Red Alert" committee on railroads with two tasks: to improve the reliability of the City's crossing signals, and to explore how roadways and train tracks could be separated. The Mayor established working relationships with C&NW officials from the division office in Boone all the way to the C&NW President.

Several goals were accomplished. State-of-the-art crossing signals were installed that reduced motorists driving around downed gates. New rubber crossing surfaces were installed. Thirteenth street was extended to Ontario Street from Stange Road, going under the C&NW mainline. Though not supported by City Council, Mayor Goodland endorsed the C&NW's purchase of the Rock Island line through Nevada. If the purchase succeeded, the line from Ames south to Kelley would be abandoned and eliminate the "wye" from Lincoln Way.

C&NW SUCCESS

By 1985, train traffic was increasing on the C&NW main line through Ames. This main east-west line had always been used by the Union Pacific (UP) to get to Chicago. For many years, the C&NW relied on partnerships with the UP and other rail lines to improve its financial standing.

But into the 1980's, C&NW was becoming strong on its own due to a number of events:

• DEREGULATION: The Staggers Act of 1980 deregulated railroads and the results were beginning to show. It was easier to abandon little-used lines and rates could be adjusted more quickly. This helped railroads compete with trucking.

• COAL SHIPPING: In 1980, BNSF was the only rail shipper in Wyoming's Powder River Basin. They were delivering coal to power plants across the country. In the early 1980's, C&NW and Union Pacific cooperated to gain the right to compete with BNSF by serving Powder River mines. Coal revenues boosted C&NW finances, freeing them from dependence on grain shipping and leasing their track to Union Pacific.

• RAIL ASSISTANCE PROGRAM: A state and federally funded Iowa Department of Transportation program provided loans and grants to improve branch lines that served elevators and manufacturing. C&NW made extensive use of this "Iowa Rail Assistance Program" that preserved local rail service in the state. Nearly all

Mayor Goodland concer about current train traffi

By LISA SAMPSON
Tribune Intern

The train traffic situation in Ames concerns Mayor Paul Goodland.

In a June 16 letter addressed to George Mabee of Chicago and North Western Transportation Company, Goodland wrote "a great deal of time has elapsed since we had any meetings or direct communication with the Northwestern" and "the event which precipitated my writing to you was the announcement of the Amtrak possibility."

ALTHOUGH Ames has experienced a general decrease in train traffic, Goodland said there has been an increase in the usage north and south because of the time sequence differential in the use of the Rock Island tracks.

"In other words, I gather you are not using the Rock Island tracks by Nevada and have more of those north/south trains using tracks through Ames," Goodland wrote.

Chicago and North Western public relations director Tom Judge said there has been an overall general decrease in traffic for Chicago and North Western.

"There's just not as much business out there," Judge said. "Some companies are storing their freight for a time."

Judge said he wasn't sure of the exact numbers of line usage on the Rock Island tracks, but to the best of his knowledge, both lines received similar use.

GOODLAND cited the abscence of the dispatcher, which North Western had on call in Ames 24 house per day, as complicating some of the city's railroad problems.

"I fully realize that the slowdown of the economy has precipitated several events for the railroad as v everybody else," he said.

On a brighter note, Goodland understands North Western ha to put in centralized traffic (CTC) switches along several lines.

"From what I have been gather, CTC switches save as n ten minutes in time because t automatic and, therefore, do volve manual switching," G wrote. "This would, of course, h Ames, alleviate many problems

Judge said North Western has installed some CTC's and install more. He added the already automatic switch installed along their lines, automatic train control and au train stop.

"THE CTC'S do save tim their real purpose is that th more advanced system," Judge

DES MOINES SUNDAY REGISTER ■ MAY 31, 1981 /7B

Ames citizens monitor railroad crossing arms

By JAMES NEY
Register Staff Writer

When you have a safety problem and technology doesn't solve it, you need to use a little common sense, says the Rev. F. Paul Goodland, mayor of Ames.

Equipment to lower railroad crossing arms when trains pass through has not worked properly at three crossings near downtown here. The arms come down but don't go back up when the train has passed.

The danger comes when motorists, knowing that the crossing gates don't always go back up when they should, sometimes drive around the arms and risk being hit by a train.

Several vehicles have been hit by trains, and there have been some "near-hits" in the past year or two, said Goodland.

The balky crossing gates have caused traffic delays and have been

who watch the troublesome arms and report when the arms remain down too long. The monitors call the Chicago and North Western Transportation Co. dispatcher here, and he sees that the arm is put back up manually, Goodland said.

The teller at the drive-up window at Ames Savings and Loan has a clear view of the crossing at Clark Street and has agreed to watch it, Goodland said. Workers at Carr Hardware will monitor the Kellogg Street crossing, and employees at Allan Machine Co. will watch the Duff Street crossing, the mayor said.

The crossing gates have lost their "credibility" with motorists, who don't believe the devices can be trusted to tell them when a train is or isn't coming, Goodland said.

"I don't blame the railroad."

Mayor of Ames backs railroad

2/16/83

By RANDALL EVANS
Register Staff Writer

The mayor of Ames came to the defense of the North Western Railway Thursday, saying state officials have no business trying to block the railroad's pending purchase of large sections of the defunct Rock Island Lines.

Mayor Paul Goodland said it is "absurd" for the government to be fighting the deal and trying to increase the number of competing railroads.

Goodland was reacting to comments Wednesday by State Representative William Harbor (Rep., Henderson), who called the North Western deal a "despicable act," planned only to permit the company to make "a fast buck" from shippers.

Harbor said the state should find a way to block the transaction because the railroad already is the dominant one in Iowa.

Goodland said, "A lot of the people I have heard object are strong advocates of free enterprise and yet they are trying to get the government to come in and block free enterprise.

"What we need to do," he said, "is do all we can to strengthen railroads that are doing well. The North Western is doing a good job."

Goodland conceded that part of his support for the North Western's purchase stems from the company's promise to abandon a troublesome line through the southern part of Ames if the sale goes through. The line creates a bottleneck for cars and trucks several times a day as trains creep through the city.

But Goodland said his support for the North Western also stems from his belief that the government has no business setting up competition for a railroad or any other company.

Jepsen heads soil panel

WASHINGTON, D.C. (AP) — U.S. Senator Roger Jepsen (Rep., Ia.) has been elected chairman of the newly formed subcommittee on soil and water conservation, forestry and environment.

5-31-85 11:45 AM

Rev George Maybe

No more trains will be going South at Lincoln Way. The tracks and signals at Lincoln Way will be removed within the month. The S. 4th tracks may stay for a while.

Yours
Mayor

these branches connected to the C&NW main line.

• CONTAINER TRAINS: Containers filled with Asian goods were assembled into entire trains called "double stacks". Containers became more common than trailers on flat cars, and typically these trains traveled east loaded and west empty.

• MERGERS: C&NW increased traffic by acquiring the former Rock Island line from Kansas City to the Twin Cities, as well as grain-gathering lines in northwest Iowa.

RAIL ABANDONMENTS IN AMES

In 1985, Mayor Goodland's biggest goal was accomplished - the line from Ames to Slater was abandoned and removed. This eliminated the track across Lincoln Way just east of Grand Avenue. The former corridor for this rail was turned into the extension of Grand Avenue to South Fourth Street in about 2005.

The delivery of coal to Ames by rail ended in 2000. Coal is now trucked from Williams, Iowa, where it is delivered to a coal warehouse by the Canadian National Railroad. Ending coal delivery to Ames by rail ended train blockage on Duff Avenue caused by switching train cars.

Coal delivery to ISU via the spur across North Hazel Street ended in the early 1970's. Highway congestion was reduced on Dayton Road when the bridge over the tracks was installed in 2002.

In 1989 the railroad removed the original C&NW 1865 passenger depot and the tracks near it. The depot was west of Duff Avenue on the south side of the tracks near where the Dutch Oven Bakery is today. It had been converted to freight storage (above left).

RAIL PASSENGER SERVICE TO AMES

A group of Ames residents assembled to welcome a special Amtrak train as it passed through Ames on December 9, 1986 (top page 69). Paul Goodland, during his tenure as Mayor of Ames from 1980-1990, worked hard to convince the federal railroad officials to route Amtrak through central, rather than southern, Iowa and hence through Ames. He wanted to re-open the 1900 Chicago & North Western railroad depot as an Amtrak depot. Due to the high traffic levels on the C&NW/UP main line, the railroad opposed the addition of passenger service.

Some people took advantage of the media coverage to get some publicity for Iowa's farm crisis of the 1980's. They held placards that read "GIVE FARMERS SOME CREDIT" and "FAMILY FARMERS NEED A HELPING HAND".

CROSSING SAFETY

For years, the rail crossing at Duff Avenue had one of the highest injury and fatality rates in the state. Between January 1980 and November 2011, there were 18 incidents that resulted in 8 fatalities and 4 injuries. A number of these occurred when automobiles stopped on the tracks and could not escape an oncoming train. Buildings limited vision down the tracks in both directions. In conjunction with a federally-funded safety program administered through the Iowa D.O.T., the railroad began to make improvements to the crossings in Ames.

One such improvement was upgrading the warning signals to "constant warning time" to eliminate signals set to activate when the train passed a certain location. That resulted in long waits for slow trains and people driving through crossings to avoid delays.

After improvement, the crossing signals accurately predicted the arrival of a train within 30 seconds. Instances of "trying to beat the train" greatly decreased. Median dividers and crossing gate arms that dropped down to warn motorists were other features that discouraged drive-arounds.

In a successful effort to reduce trespassing, the UP installed a substantial fence on the north side of the tracks in 2008. This reduced the number of pedestrians who were injured or killed while crossing the tracks throughout downtown Ames.

UNION PACIFIC FINALLY BUYS THE C&NW

The C&NW main line from Council Bluffs to Chicago had been essential to the Union Pacific since the completion of the transcontinental railroad in 1869. Chicago had become a national railroad hub and Union Pacific's haulage agreement with C&NW gave them the access they needed.

In the 1980's, UP watched the C&NW with increasing concern because it had become the object of attention for "leveraged buyouts" by non-railroads. To fend off two unwelcome offers, the C&NW agreed to a friendly purchase by the Blackstone Group. The Union Pacific also invested in this purchase to protect its access to the line

through Ames to Chicago. As a result, the C&NW became a privately-held company, but it carried high levels of debt. Finally, in early 1995, UP exercised an option to purchase the C&NW outright. After 136 years the C&NW name disappeared from sight.

LOCOMOTIVE HORN NOISE

For Ames citizens, one of the major changes after the UP bought C&NW was louder locomotive horn noise at each Ames crossing. Horns on UP locomotives were louder that the older C&NW locomotives. The City of Ames addressed the negative impact of the horns in a two step process: installation of stationary wayside horns (on pole right top photo) and establishment of a Quiet Zone.

Ames was one of the first communities to experiment with installing stationary horns at crossings. These horns directed the warning noise to the motorist - unlike the locomotive horn that sounded from the top of the engine in all directions.

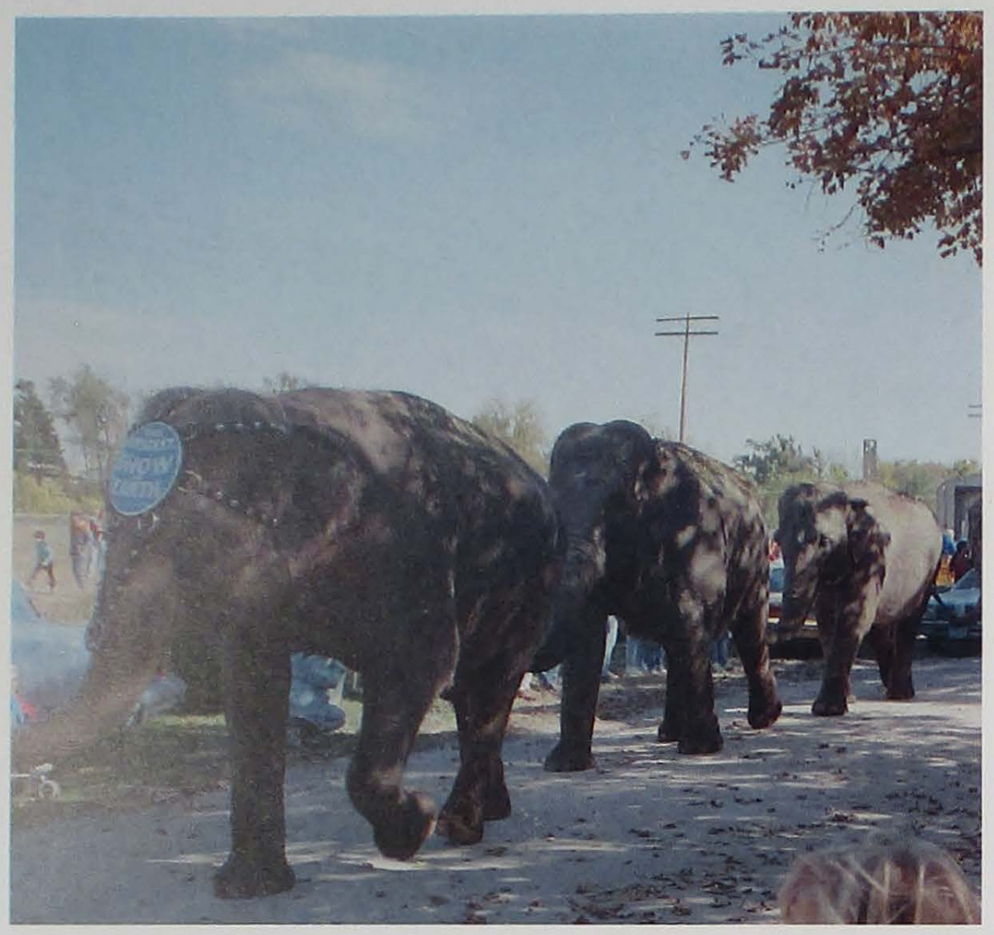
After 1996, trains were required by law to use their horns at public grade crossings, but the Federal Railroad Administration (FRA) developed a process for communities to establish "Quiet Zones" where locomotive horns would be silenced. To be approved, communities had to upgrade the safety devices at public crossings so motorists would still have adequate warning.

In cooperation with UP, Ames established a Quiet Zone from North Dakota to Duff Avenue in Dec. 2010. Now, the locomotive engineer does not sound the horn unless there is something close to or on the tracks. Ames is a quieter, more pleasant town with this improvement.

THE RAILROAD TODAY

Amtrak is the only remaining cross-country passenger service in the US though it does not use the UP line through Ames. There are still a number of Ames businesses that use rail deliveries including:

- Barilla America - hopper cars of wheat



- Amcorp Rigid Plastics USA (formerly Ball) - plastic pellets
- Skei Coal and Salt (north of Lincoln Way at Grand) - road salt
- Hawkeye Renewables, Hawkeye Growth, Hawkeye Energy Holdings – grain, ethanol, agricultural products

Periodically, there is discussion about putting an under or overpass on Duff Avenue, but the cost is high and the impact to area businesses is considered substantial.

In 2012, on average 65 trains per day through Ames carry Iowa's farm products to market, bring raw materials to manufacturers and transport finished goods across the country. Moving freight quickly in a fuel efficient manner, the Union Pacific is a key contributor to the economy not only of Iowa and the United States but countries all over the world. So as you observe trains passing through Ames, think of the many places those cars have been and the many places they might be going! Think also about the ways that what they carry profoundly affects our lives.

SIDE TRACKS -
The Circus in Ames

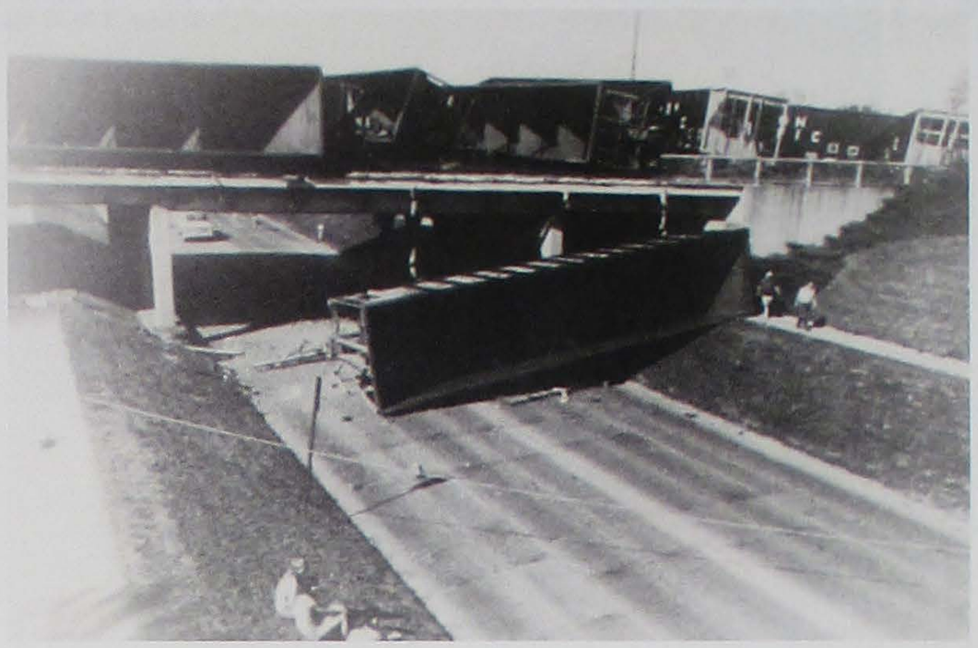
On Thursday evening, October 18, 1990, the Ringling Brothers and Barnum & Bailey Circus came to Ames – possibly the last time a circus arrived in our town by rail.

The 48-car circus train stopped at the Hazel Street crossing about 6 P.M. to unload the animals. A "Grand Animal Walk" paraded the animals south on Hazel Avenue to Lincoln Way, west on Lincoln Way to Elwood Drive (now University Ave.) to the Iowa State Center parking lot.

There were six performances in Hilton Coliseum that weekend and then the animals were paraded back to the train on Sunday evening.

The parade included elephants, camels, horses, and llamas (but not the circus's bears, lions and tigers).

On April 28, 1981, about 2 P.M., a C&NW train derailed on the rail line over Grand Avenue. Twenty-one cars from a west-bound coal train of 89 cars came off the track.

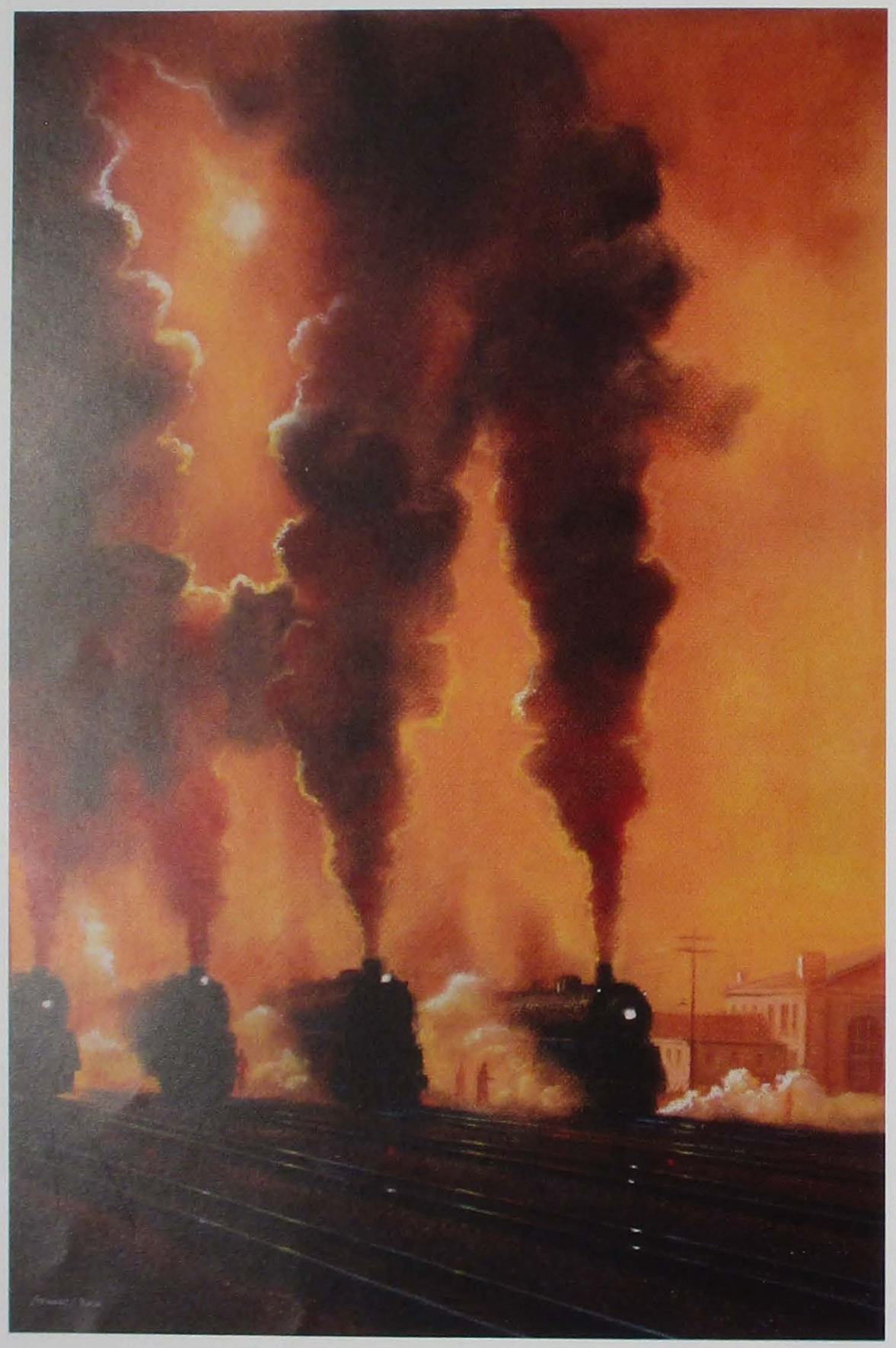


One car fell off the railroad overpass and smashed a motorcycle owned by Stuart Hadley, 23, of Ames. Mr. Hadley, traveling north, saw the overpass railing coming down, dropped his bike, and climbed the embankment.

No structural damage was sustained by the bridge, but deck and track repairs closed Grand Avenue to auto traffic for several days. Railroad signal and switching equipment was repaired over the next month.

The cause of the derailment was a sun-kink, a form of track buckling caused by early spring heating of the rails.

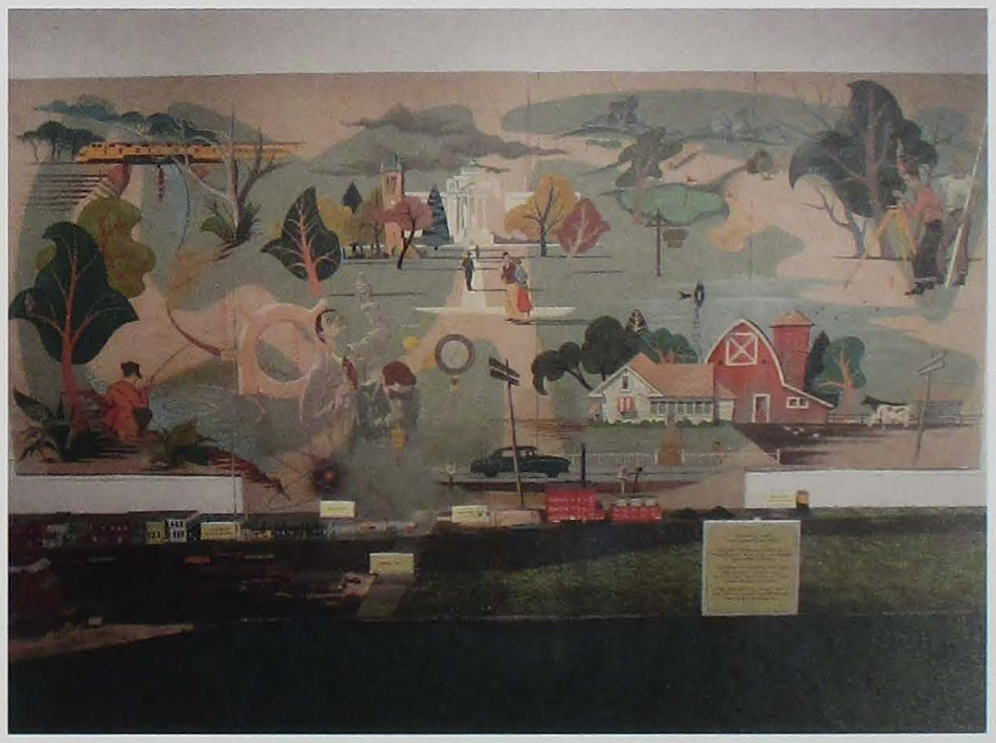
Chapter 7: Associated Exhibitions



Detail of the 36-foot-long model of the downtown Ames rail yards in 1936 before the Grand Avenue underpass.

The "Wye" is to the right of Grand Avenue in foreground.

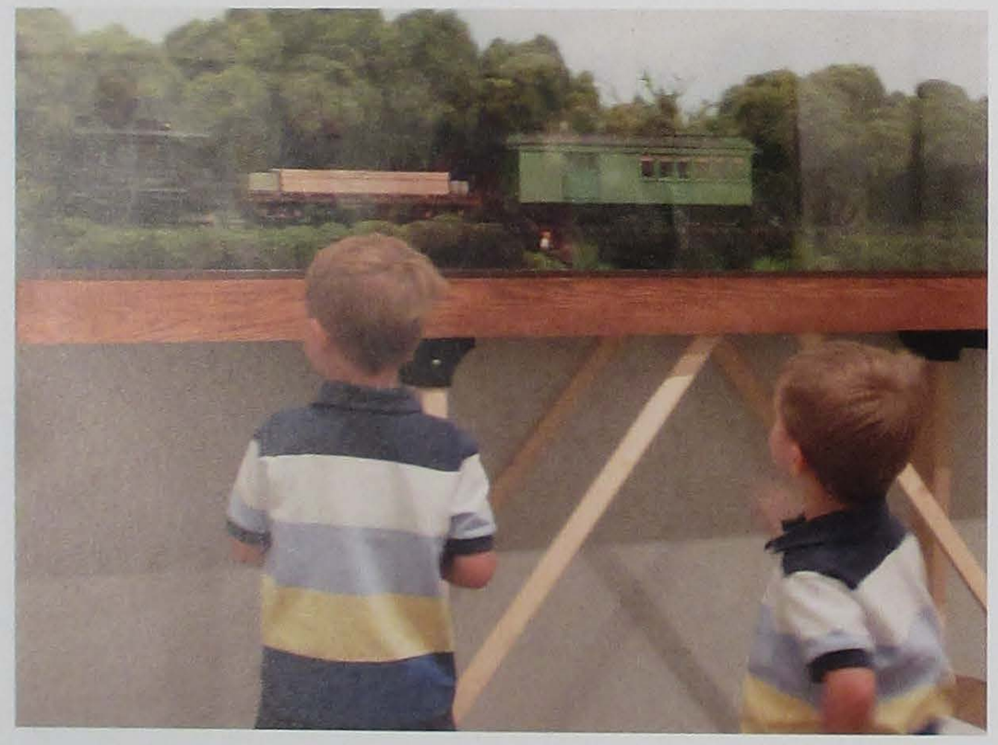
Bob Folkmann, of the Kate Shelley Division of the National Model Railroad Association, the group that built the Downtown Ames Model.



A 1951 mural from the Sheldon-Munn Hotel was painted by H. Summerfield Day. With a steamliner in the upper left corner, it made a perfect background for the Ames model railroad.

The model of the Ames & College Railway ("Dinkey") as it looked in 1905.

Ames & College Railway Engine House in downtown Ames



The "Dinkey" model ran back and forth on its tracks, to the delight of these little boys.

Bryan Anderson built the Ames & College Railway model.

Stewart Buck exhibited his pastel drawings of trains during "Rail Reality".

The Octagon Center for the Arts Community Gallery with Stewart's work.

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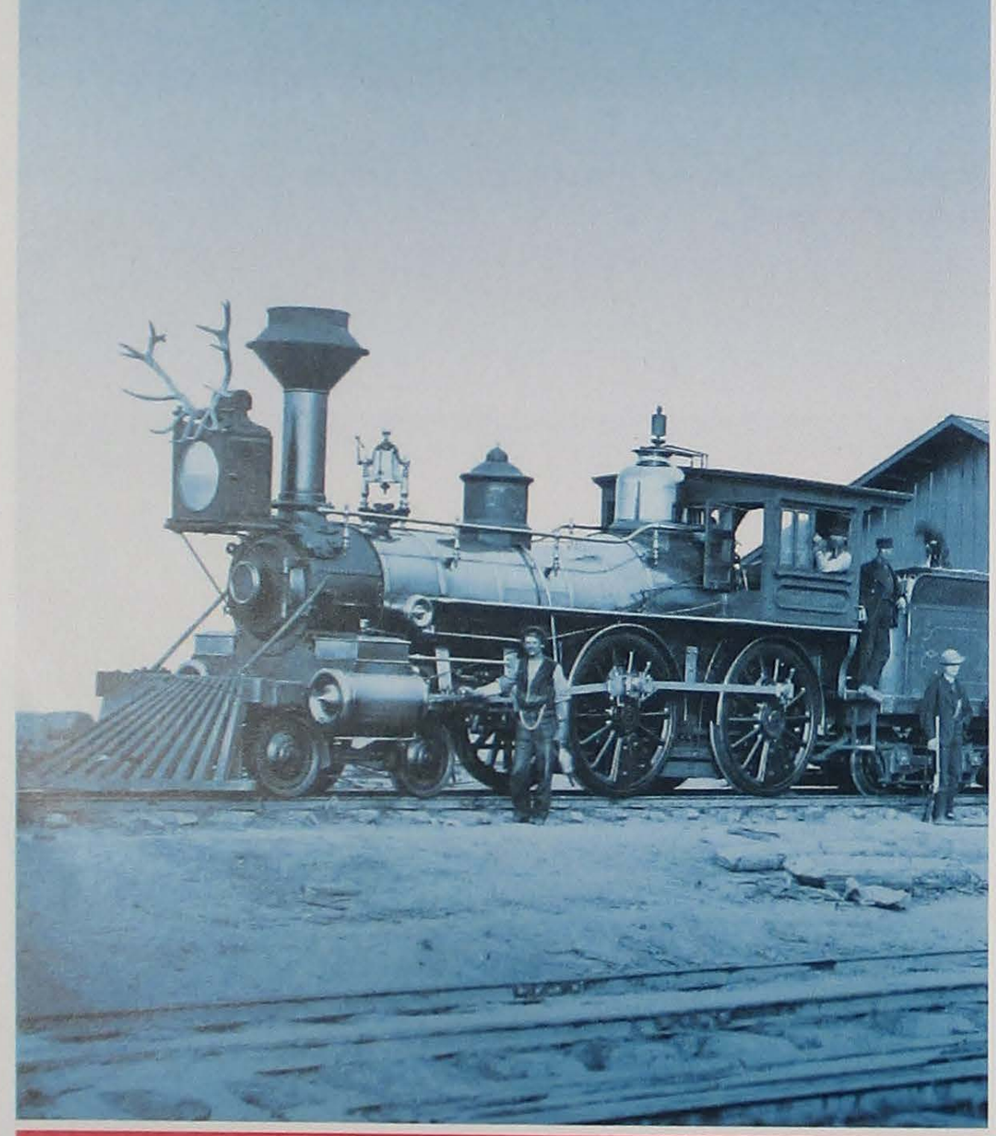
150 YEARS



Visit the Octagon Rail Reality
June-October 2012

UNION PACIFIC
BUILDING AMERICA®
150 YEARS

Visit the Octagon Rail Reality
June-October 2012

Join Union Pacific and the Ames Historical Society to celebrate the opening of the new exhibit

"Rail Reality: How the Trains Made Ames" during Ames Chamber of Commerce Business After Hours

Tuesday, June 12, 2012 • 5-7 p.m.
Octagon Center for the Arts • 427 Douglas Avenue • Ames, Iowa

Light refreshments will be served.

Ames Historical Society
AMES • IOWA

UNION PACIFIC BUILDING AMERICA

150 YEARS

Celebrate Union Pacific Railroad's 150th Anniversary

Experience the "Living Legend" Steam Locomotive

Weighing 454 tons and running 114 feet long, No. 844 is always a crowd pleaser. Known as the Living Legend and constructed in 1944, it was the last steam locomotive built for Union Pacific, and we are honored to share with you this unique historical icon.

Free, Family-Friendly Event
Sunday, September 9 • 10 a.m to 1 p.m. • 20th St. and Ridgewood Ave. • Ames, IA

Tour Union Pacific's new traveling museum exhibit

Collect 150th Anniversary commemorative giveaways

Join the celebration at www.up150.com

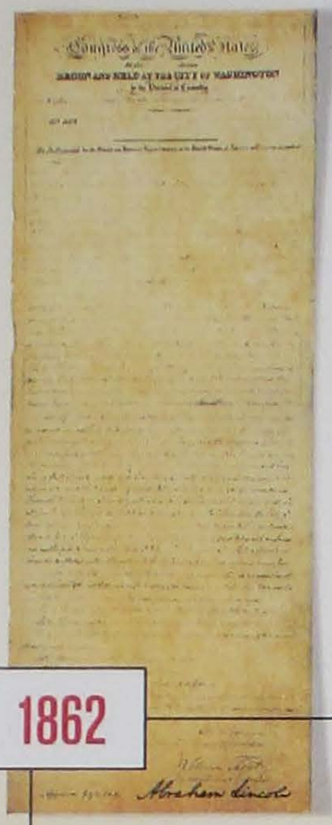
UNION PACIFIC BUILDING AMERICA

150 YEARS

Ames Historical Society
AMES • IOWA

UNION PACIFIC 150 YEARS

Abraham Lincoln

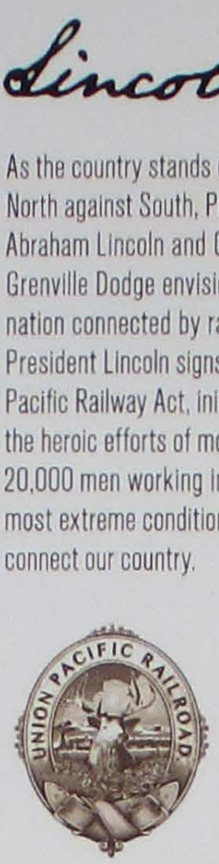


1862

As the country stands divided, North against South, President Abraham Lincoln and Gen. Grenville Dodge envision a nation connected by rail. President Lincoln signs the Pacific Railway Act, initiating the heroic efforts of more than 20,000 men working in the most extreme conditions to connect our country.

1869

After the Civil War, the race to complete the transcontinental railroad is on, with Union Pacific carving a path west from the banks of the Missouri River and Central Pacific building east from California. The two meet at Promontory Summit, Utah, where a nation once divided is reunited with the driving of the golden spike.



1880

The railway becomes a nationwide communications line, with the telegraph system reaching coast to coast. Union Pacific also emerges as the single largest mail carrier for decades to come.

1883

Trains intersect and make connections in cities and towns nationwide. Union Pacific adopts time standardization for accurate schedules and traveler safety, decades before congressional recognition of what are now our standard time zones.

1897

E.H. Harriman purchases Union Pacific for $110 million, setting in motion a restructuring that makes the railroad an unprecedented transportation leader moving forward to the 20th century.

1906

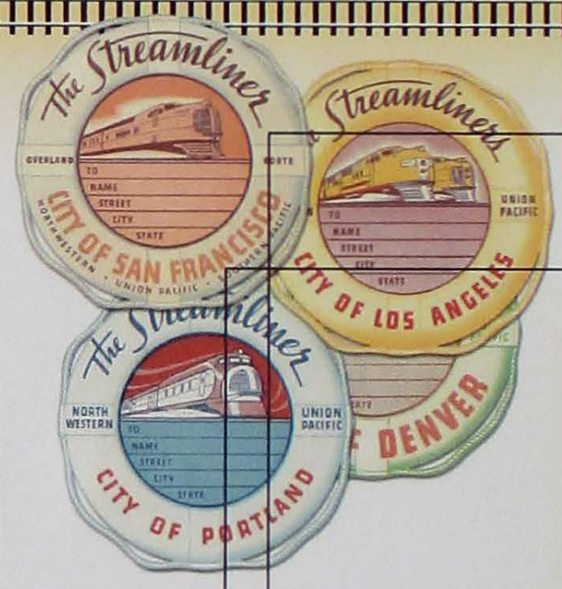
Answering the need to get perishable fruit to market, Union Pacific and Southern Pacific establish the Pacific Fruit Express, forever changing the American diet by providing fresh produce previously not distributed outside native regions. A year later, Pacific Fruit Express expands to 6,600 cars.

1918

Union Pacific begins its enduring support of the U.S. military, joining the war effort in raising bonds while mobilizing troops and resources for the European front.

1934

1936



Marking the beginning of the Golden Age of Travel in America, Union Pacific debuts the first M-10000, nicknamed "Lil' Zip" by railroaders. That same year, the streamliner "City of Portland" sets a coast-to-coast record of 56 hours and 55 minutes.

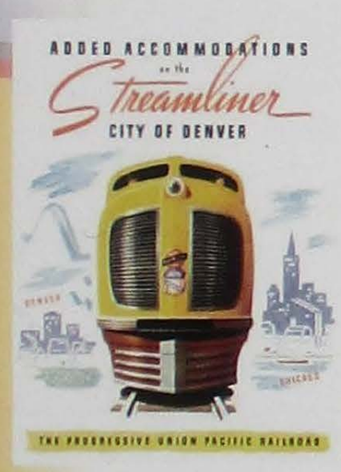
Streamliners "City of Los Angeles," "City of San Francisco" and "City of Denver" offer service between Chicago and the Pacific Coast, introducing passengers to destinations in the beautiful West.

1941

The famous North Platte Canteen opens in Nebraska. Union Pacific employees' wives and daughters from communities surrounding North Platte provide a welcome respite for World War II troops far from home, hosting 10,000 servicemen and women a day.

1950

In the 1950s, celebrities, dignitaries and common Americans alike experience the romance and allure of traveling by rail. The "Train of Tomorrow," debuted by GM and then purchased by Union Pacific, boasts glass-dome cars, fine dining and unrivaled service.



1971

Passage of the Staggers Rail Act breathes new life into the railroad. This partial deregulation allows Union Pacific to streamline operations and merge with the Western Pacific and Missouri Pacific, followed by acquisitions of the Missouri-Kansas-Texas Railroad in 1986 and the Denver Rio Grande in 1989.

1980

Amtrak®

The national Rail Passenger Service Act transfers most passenger service to Amtrak, a federally subsidized passenger railroad, allowing surviving railroads to focus on freight service.

1989

Opening of the Harriman Dispatching Center creates a centralized location to manage the entire Union Pacific railroad network, dispatching 2,000 trains daily.

1995/96

Additional mergers, including those with the Chicago & North Western and Southern Pacific, establish gateways for Union Pacific to better access and serve the energy and agricultural industries.

Union Pacific implements simulated training for locomotive handling, which now includes remote control technology. Innovations, such as these, have continued to strengthen Union Pacific's safety and productivity efforts.

2001

1996

19 96
20 02
OLYMPIC TORCH RELAYS

In 1996, Union Pacific carries the Olympic torch destined for the Summer Games in Atlanta, and again in 2002 for the Winter Games in Salt Lake City.

2002

2000

Rails once spiked into place by hand are now laid with state-of-the-art technology.

2012

To the companies and communities we serve. To the generations of railroaders who connected a nation and continue to deliver the American dream. We offer our gratitude and the promise that even though we've been at this since 1862, we're just getting started.

Join the celebration at www.up150.com

UNION PACIFIC
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150 YEARS

The Six Railroads of Ames

CEDAR RAPIDS & MISSOURI RIVER RAILROAD (CR&MR)

The Cedar Rapids & Missouri River Railroad was organized on Jan. 16, 1860 to build a line from Cedar Rapids to Council Bluffs, IA.

In January 1867, it was the first railroad to reach Council Bluffs, the location selected by Abraham Lincoln as the starting point for construction of the first trans-continental railroad.

The CR&MR was composed largely of stockholders in the Chicago, Iowa & Nebraska Railroad, already in operation from Clinton to Cedar Rapids.

In July 1862, the Galena & Chicago Union Railroad permanently leased the CR&MR line and on June 2, 1864 was consolidated with the Chicago & North Western Railroad.

CR&MR stock was manipulated by Union Pacific Railroad baron Thomas Clark Durant to add to his personal fortune.

Durant also controlled another of the Iowa land-grant railroads, the Mississippi & Missouri Railroad (M&M) and increased its value by saying the trans-continental railroad would connect to it.

At the same time, he was buying CR&MR stock that had decreased in value. Then Durant declared that CR&MR would be the railroad of choice for the trans-continental connection – which caused M&M's value to drop. When he bought back the newly de-valued M&M stock, he made about $5 million for himself and his partners!

The city of Ames was laid-out in 1864 for the railroad and was named by CR&MR President John Blair for Massachusetts Congressman Oakes Ames.

The Six Railroads of Ames

DES MOINES & MINNESOTA RAILROAD (DM&M)

In 1874, James Callanan laid out a narrow-gauge railroad from Des Moines to Ames called the Des Moines & Minnesota Railroad.

In 1878, it was extended to a new town, Callanan, in Hamilton County..

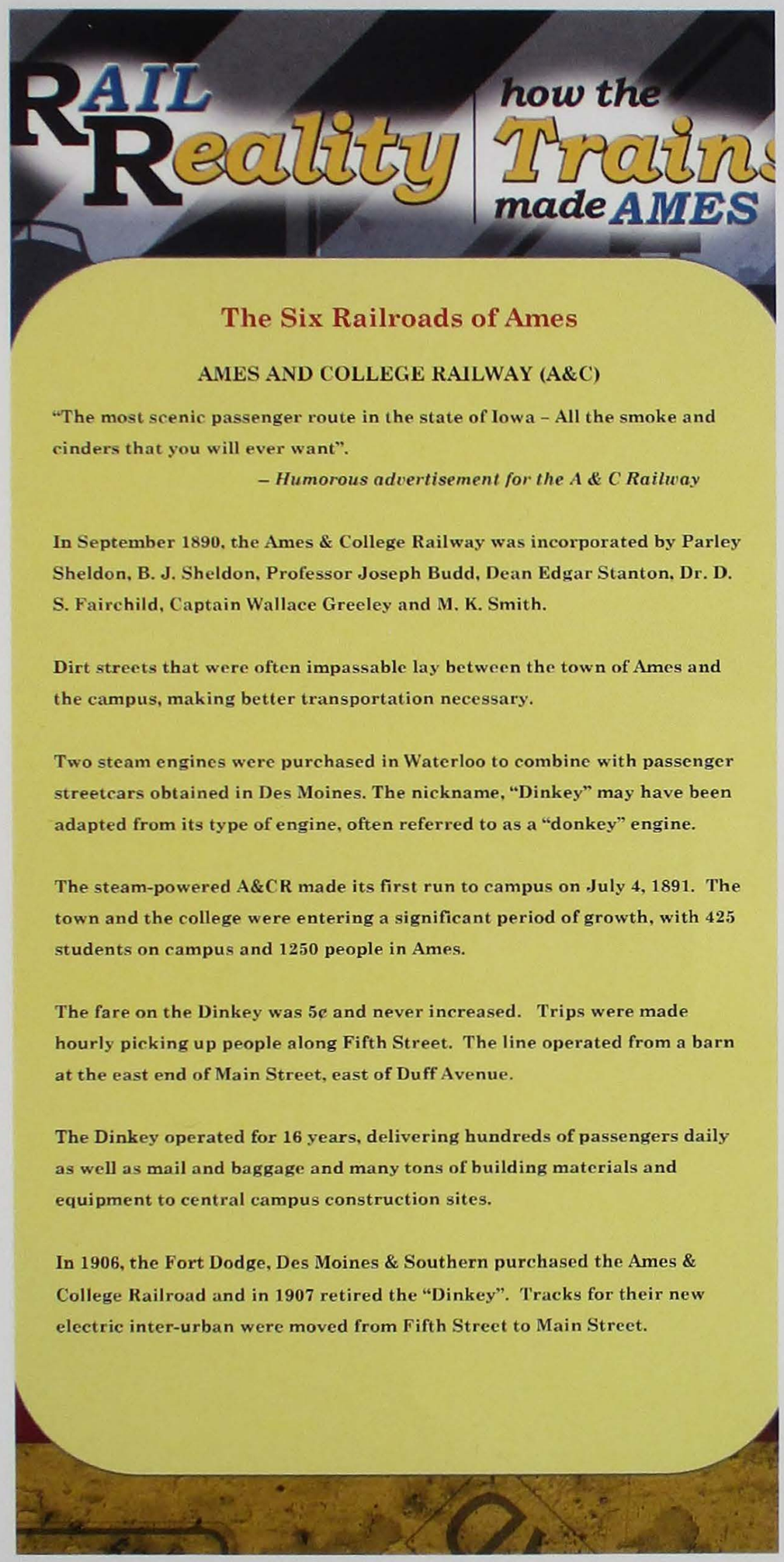
Callanan became a town that was a popular vacation and celebration spot. Special trains ran to Callanan for drinking, dancing and carousing. Later, Callanan was renamed Jewell.

To make it up the grade into Callanan, a train's engine had to speed up to "make a run" for it. Sometimes it failed and had to back down and try again.

In 1870, the DM&M Railroad became known as the Des Moines & Minneapolis RR and in 1877 it became part of the C&NW.

In 1881, John Blair purchased the bankrupt DM&M, upgraded the gauge to standard rail and rerouted it from Ames to Randall to Jewell Junction to the new town of Kamrar and then into Webster City.

In 1884, the Des Moines & Minneapolis became part of C&NW.



The Six Railroads of Ames

AMES AND COLLEGE RAILWAY (A&C)

"The most scenic passenger route in the state of Iowa – All the smoke and cinders that you will ever want".

– Humorous advertisement for the A & C Railway

In September 1890, the Ames & College Railway was incorporated by Parley Sheldon, B. J. Sheldon, Professor Joseph Budd, Dean Edgar Stanton, Dr. D. S. Fairchild, Captain Wallace Greeley and M. K. Smith.

Dirt streets that were often impassable lay between the town of Ames and the campus, making better transportation necessary.

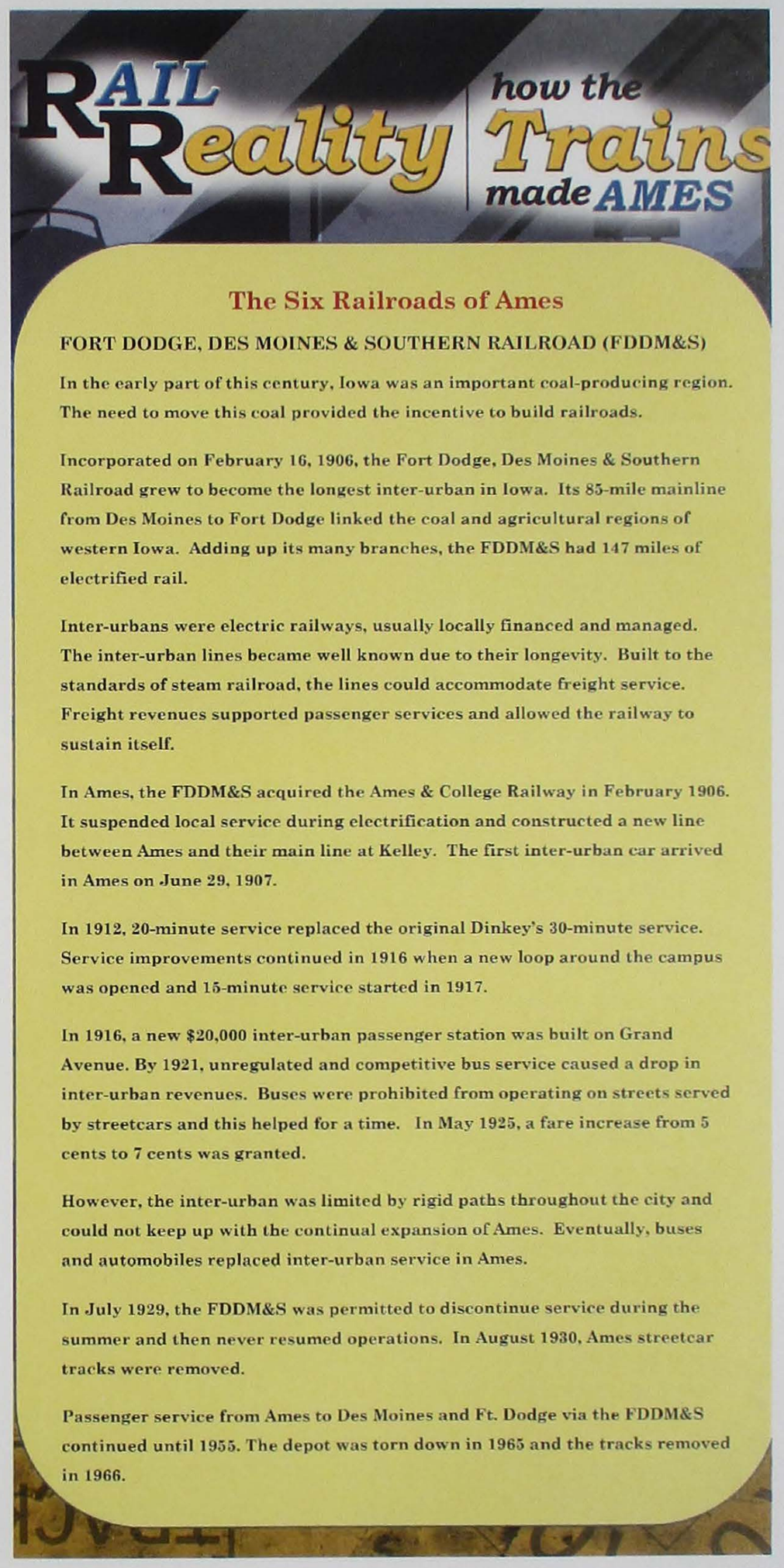
Two steam engines were purchased in Waterloo to combine with passenger streetcars obtained in Des Moines. The nickname, "Dinkey" may have been adapted from its type of engine, often referred to as a "donkey" engine.

The steam-powered A&CR made its first run to campus on July 4, 1891. The town and the college were entering a significant period of growth, with 425 students on campus and 1250 people in Ames.

The fare on the Dinkey was 5¢ and never increased. Trips were made hourly picking up people along Fifth Street. The line operated from a barn at the east end of Main Street, east of Duff Avenue.

The Dinkey operated for 16 years, delivering hundreds of passengers daily as well as mail and baggage and many tons of building materials and equipment to central campus construction sites.

In 1906, the Fort Dodge, Des Moines & Southern purchased the Ames & College Railroad and in 1907 retired the "Dinkey". Tracks for their new electric inter-urban were moved from Fifth Street to Main Street.



The Six Railroads of Ames

FORT DODGE, DES MOINES & SOUTHERN RAILROAD (FDDM&S)

In the early part of this century, Iowa was an important coal-producing region. The need to move this coal provided the incentive to build railroads.

Incorporated on February 16, 1906, the Fort Dodge, Des Moines & Southern Railroad grew to become the longest inter-urban in Iowa. Its 85-mile mainline from Des Moines to Fort Dodge linked the coal and agricultural regions of western Iowa. Adding up its many branches, the FDDM&S had 147 miles of electrified rail.

Inter-urbans were electric railways, usually locally financed and managed. The inter-urban lines became well known due to their longevity. Built to the standards of steam railroad, the lines could accommodate freight service. Freight revenues supported passenger services and allowed the railway to sustain itself.

In Ames, the FDDM&S acquired the Ames & College Railway in February 1906. It suspended local service during electrification and constructed a new line between Ames and their main line at Kelley. The first inter-urban car arrived in Ames on June 29, 1907.

In 1912, 20-minute service replaced the original Dinkey's 30-minute service. Service improvements continued in 1916 when a new loop around the campus was opened and 15-minute service started in 1917.

In 1916, a new $20,000 inter-urban passenger station was built on Grand Avenue. By 1921, unregulated and competitive bus service caused a drop in inter-urban revenues. Buses were prohibited from operating on streets served by streetcars and this helped for a time. In May 1925, a fare increase from 5 cents to 7 cents was granted.

However, the inter-urban was limited by rigid paths throughout the city and could not keep up with the continual expansion of Ames. Eventually, buses and automobiles replaced inter-urban service in Ames.

In July 1929, the FDDM&S was permitted to discontinue service during the summer and then never resumed operations. In August 1930, Ames streetcar tracks were removed.

Passenger service from Ames to Des Moines and Ft. Dodge via the FDDM&S continued until 1955. The depot was torn down in 1965 and the tracks removed in 1966.

The Six Railroads of Ames

CHICAGO & NORTHWESTERN RAILROAD (C&NW)

The Chicago & North Western Railroad was chartered on June 7, 1859. On February 15, 1865, it merged with the Galena & Chicago Union Railroad, that had been chartered January 16, 1836.

The C&NW, Union Pacific and Southern Pacific cooperated to offer long distance passenger trains including the *Overland Limited*, *City of Los Angeles*, *City of San Francisco*, *City of Denver*, and the *Challenger*. Passenger service lasted from 1889 to 1955. All inter-city passenger service on C&NW ended with the formation of Amtrak in 1971.

In the 1960s, C&NW bought up several important short railroads. On July 30, 1968, they acquired two former inter-urbans: the 36-mile Des Moines & Central Iowa Railroad (DM&CI) and the 110-mile Fort Dodge, Des Moines & Southern Railroad (FDDM&S).

The DM&CI gave access to the Firestone plant in Des Moines, IA and the FDDM&S provided access to gypsum mills in Fort Dodge, IA.

On November 1, 1960 C&NW acquired the 1,500-mile Minneapolis & St. Louis Railroad. In spite of its name, it ran only from Minneapolis, MN to Peoria, IL. This acquisition provided traffic and modern rolling stock and reduced competition.

On July 1, 1968, the 1,500-mile Chicago Great Western Railroad merged into C&NW. This railroad went from Chicago to Oelwein, Iowa.

In 1970, Benjamin W. Heineman, head of C&NW and Northwest Industries since 1956, arranged for the sale of the railroad to its employees. The sale was finalized in 1972. The words "Employee Owned" were part of the company logo until 1981.

After the Chicago, Rock Island & Pacific Railroad (Rock Island) stopped operating on March 31, 1980, C&NW won a bidding war with the Soo Line Railroad for purchase of the 600-mile "Spine Line" from the Twin Cities to Kansas City, MO via Des Moines, IA.

In April, 1995, the Chicago and North Western Transportation Company merged with the Union Pacific Railroad.

The Six Railroads of Ames

UNION PACIFIC RAILROAD (UP)

The original company was incorporated on July 1, 1862 under an act of Congress entitled the *Pacific Railroad Act of 1862*. The act was signed by President Abraham Lincoln and provided for the construction of railroads from the Missouri River to the Pacific Ocean as a war measure for the preservation of the Union.

Under the guidance of its dominant stockholder, Dr. Thomas Clark Durant (namesake of Durant, IA), the first rails were laid in Omaha, Nebraska. The UP built westward from Council Bluffs to meet the Central Pacific that was constructed eastward from San Francisco bay. The two lines joined at Promontory Summit, Utah, 53-miles west of Ogden, on May 10, 1869, creating the first transcontinental railroad in North America.

After that, UP took over three Mormon-built roads in Utah and Idaho. It built or absorbed lines with access to Denver, Portland, OR, and the Pacific Northwest and acquired the Kansas Pacific, a narrow gauge track into the heart of the Colorado Rockies and a standard gauge line south from Denver across New Mexico into Texas.

UP founded the Sun Valley Resort in Idaho in 1936, and the UP engineering department in Omaha designed the first ski chairlift that summer.

Since 1980, the UP merged with several major railroads to form the current 32,000 route system: Western Pacific RR, Southern Pacific RR, Denver & Rio Grande Western RR, Missouri Pacific RR, Missouri-Kansas-Texas RR and the Chicago & North Western RR.

The UP has nearly 45,000 employees, has 8,200 locomotives and serves 25,000 customers across 23 western states.

Overland
Passenger
Trains
Pullman Car
Streamliners
Streamliner
Challenger
Holly

UP Facts
7000 locomotives
SOUTHERN
LINES
PACIFIC
Service
facts

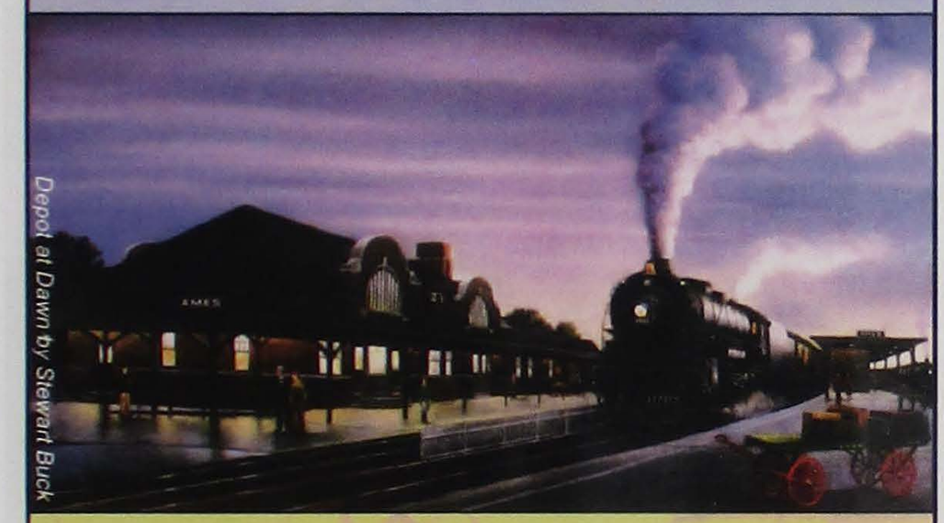
Chapter 8: Special Events for Rail Reality

Ames Historical Society and the Octagon Center for the Arts present:

RAIL Reality | how the Trains made AMES

Exhibit celebrating the 150th Anniversary of the Union Pacific Railroad and the history of railroads in Ames

June 1 - October 28, 2012



Depot at Dawn by Stewart Buck

Free Public Opening Reception
Friday, June 1 • 5 - 8 pm

Meet and Greet with artist Stewart Buck at opening reception

Free Gallery Talks at Octagon

Tues, June 19 at 7 pm	History of the Ames & College Railway "The Dinky" by Kathy Svec
Tues, July 17 at 7 pm	History of the Ft. Dodge Line in Ames by Bob Bourne
Tues, Aug. 21 at 7 pm	History of the Railroad Post Office by Rudy Daniels
Tues, Sept. 18 at 7 pm	The Railroad Today by Brenda Mainwaring from Union Pacific
Sat, Oct. 6 at 2 pm	Today's Freight Trains by ISU Railroad Club

Octagon Center for the Arts • 427 Douglas Ave • Ames, IA 50010

Octagon Center for the Arts
427 Douglas Ave
Ames, IA 50010
515.232.5331
www.octagonarts.org

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3rd Floor Gallery Hours:
Tuesday-Friday 10 - 5 pm
Saturday-Sunday 1 - 5 pm

Community Gallery Hours:
Tuesday-Saturday 10 - 5 pm

Octagon Galleries available for parties & meetings. Call for rental info!

Free Opening Reception for both exhibits
Friday, June 1 • 5 - 8 pm
Exhibits located at Octagon Center for the Arts

"Rail Reality: How the Trains Made Ames"
Octagon Main & Sweeney Galleries
June 1 - October 28, 2012

Special Thanks to the following exhibit partners:

Exhibition Sponsors: Octagon Center for the Arts, Ames Historical Society, Union Pacific Foundation; Friends of the Union Pacific Museum; Union Pacific Railroad; Alliant Energy Foundation; Ames Convention and Visitors Bureau; Kate Shelley Division of the National Model Railroad Association; Bryan Anderson; Ames Commission on the Arts and the Iowa Arts Council

Exhibition Contributors: Chicago & North Western Historical Society; State Historical Society of Iowa; Dick Steffan; Bob Drenth; Ames Town & Country Kiwanis; Iowa Transportation Museum; Ames Tribune; Sevde Storage; Trains Magazine; Ames Parks & Recreation Dept and the Iowa Dept. of Transportation

"Tracks: The Railroad Artwork of Stewart Buck"
Octagon Community Gallery
June 1 - August 11, 2012

Front Image: Depot at Dawn by Stewart Buck. Back Image: Red Wheels (detail) by Stewart Buck.

Summer & Fall Gallery Talks

During the run of the train exhibition in 2012, Gallery Talks were presented each month at the Octagon Center for the Arts, 427 Douglas, Ames.

Fri. June 1, 5-8 P.M. during ArtWalk
Meet and greet former Ames artist Stewart Buck in the Octagon's Community Gallery and tour the third floor galleries during the exhibit's Grand Opening.

Tue. June 19, 7 P.M.
The History of the Ames & College Railway, "The Dinkey" *presented* by Kathy Svec
This unique locally-owned small-scale train joined campus and town in a time before reliable roads and personal automobiles (1891-1907). Though its history is short, the A&CR had long-lasting effects.

Tue. July 17, 7 P.M.
The History of the Ft. Dodge Line in Ames *presented* by Bob Bourne
The Fort Dodge Line bought out "The Dinkey" and extended service south to Des Moines and north to Fort Dodge on electric trolleys, the first efficient inter-urban service available to Ames residents.

Tue. Aug. 21, 7 P.M.
Mail on Rails: History of the Railroad Post Office *presented* by Rudy Daniels
Reliable mail service was a high priority in our country's early years and as rail networks expanded, they were seen as the best way to move mail and small freight parcels. Special cars were outfitted for mail service. Rudy Daniels presented *Trains Across Iowa* in the 2012 Ames Historical Society winter lecture series.

Tue. Sept. 18, 7 P.M.
The Railroad Today *presented* by Brenda Mainwaring, Union Pacific Director of Public Affairs/ Iowa-Nebraska
As the most fuel efficient and environmentally friendly freight transportation mode available, railroads are enjoying surging business. Their privately-funded networks help reduce heavy freight on publicly-funded roadways. Most logistics professionals consider the 150-year-old railroad industry as essential to meeting future freight transportation demands.

Sat. Oct. 6, 2 P.M.
Today's Freight Train *presented* by ISU Railroad Club
Do you watch freight trains and wonder what's in them? Patrick Johnson and Club members will "decode" what is carried in different types of Union Pacific cars, where they start their trip and where the freight is delivered. They will also present information on UP's locomotives.

Building America
Today, Union Pacific is still connecting and building America.
Nearly everything families and businesses depend on every
clothing and electronics.
for the past 150 years, with one

Brenda Mainwaring, Union Pacific Railroad (left) Peggy Baer, Ames Historical Society, at "Business After Hours" on June 12, 2012, sponsored by the Union Pacific Railroad for the Ames business community.

Brenda Mainwaring and Stewart Buck at the Gallery talk delivered by Ms. Mainwaring.

Exhibition Opening during Art Walk on June 1, 2012

Bob Folkmann and Whit Johnson celebrate the opening of the Rail Reality exhibition at the Octagon Center for the Arts on June 1, 2012.

Business After Hours at the Octagon Center for the Arts

The "844" steam engine delighted the citizens of Ames with the sound and sight of old-time steam.

Kathy Svec, Ames Historical Society, and
Rudy Daniels, Humanities Iowa Speaker, who gave a Gallery talk on the Railway Postal System.

Long lines of people wait to go into the Union Pacific gift shop car and the 150th anniversary car pulled by the "844".

Bob Folkmann counted more than 1000 visitors to the Union Pacific "whistle stop" in Ames.

The "Conductor" rode with the "844" steam train and entertained the crowds.

Bob Folkmann, Margaret Vance, Peggy Baer, Kathy Svec and Bob Bourne at the Ames Historical Society sales table.

The "844" steam engine arrives in Ames near the High School.

PHOTO CREDITS AND DESCRIPTIONS

AHS = Ames Historical Society Photo Collection
FTB = Farwell T. Brown Photo Collection on the Ames Public Library website
BB = Bob Bourne Photo Collection
UPM = Union Pacific Museum Photo Collection
CNWHS = Chicago & North Western Historical Society
Iowa D.O.T. = Iowa Department of Transportation Photo Archive

Cover front and Title page - Stewart Buck artwork used with permission
Page 3 - Photo by Peggy Baer
Page 8 - From History of Railroads and Maps, Library of Congress - http://memory.loc.gov (http://memory.loc.gov)
Page 10 - The United States 1860, Dixon Ryan Fox, Harper's Atlas of American History (New York, NY: Harper & Brothers Publishers, 1920) from http://etc.usf.edu/maps - Florida Center for Instructional Technology (FCIT) at University of South Florida.
Page 11 - John Blair on left and Oakes Ames on right, from photographs by Mathew Brady.
Page 12 - Original plat of Ames dated 1865 from AHS
Page 13 - 1868 map of Iowa Agricultural College from FTB.
Page 14 - Poster on left from AHS, poster on right from UPM with permission
Page 15 - Photos by Kathy Svec
Page 16 - Photo on left is 1908 Ames depot with telegraph poles from FTB, photo in middle is sign from Key Collection, photo on right is 1915 Ames depot and water plant from CNWHS
Page 17 - Photo on left is Morse Code from internet, photo in middle is telegrapher's key from internet, photo on right is image from "laws_CA_troy_montemayor" from fineartsamerica.com
Page 18 - 1901 Overland Limited postcard from John Chuckman, www.chuckmanchicagonostalgia.wordpress.com
Page 19 - Ames & College Railway engine from FTB
Page 20 - Ames & College Railway at Morrill Hall on Iowa State College campus from AHS
Page 21 - Top photo is original depot in Ames at Duff Avenue from FTB, bottom is postcard image of new Ames depot about 1900 from CNWHS
Page 22 - Mayor Parley Sheldon introducing President Teddy Roosevelt at Ames depot in 1910 from FTB
Page 23 - Top postcard of Jerry Sexton's depot flower beds spelling out A-M-E-S from FTB, postcard image of new Ames depot from AHS.
Page 24 - Top left is 1914 image of Ames depot looking east from AHS, top right image is the 1901 depot cafe interior from FTB, bottom left new depot from AHS, bottom right Ames depot before subway installed between fence and tracks from AHS
Page 25 - FDDM&S electric car on Main street from FTB
Page 26 - Top photo is FDDM&S bus in October 1925 nicknamed the "Wild Rose Route" from E. H. Meyer's collection, bottom photo is the Hawkeye Stages (FDDM&S) bus schedule from October 16, 1927 from BB
Page 27 - FDDM&S route maps (bottom 1912) from BB
Page 28 - Top left is FDDM&S depot at intersection of Grand Avenue and Lincoln Way about 1915 from FTB, top right image is first FDDM&S car into Ames at Kellogg and Main streets from AHS, bottom left is FDDM&S car layout from BB, bottom right is FDDM&S car interior from BB
Page 29 - Top left image the FDDM&S campus loop map from AHS, top right is FDDM&S ticket from BB, bottom left is FDDM&S track on East Main Street in Ames from FTB, bottom right is FDDM&S track in front of their depot in Ames in July 1940 from AHS
Page 30 - Top photo is FDDM&S car in July 1940 on Campus from AHS, bottom photo of Sycamore Row near Hamilton Hall by Kathy Svec
Page 31 - Top photo is Sycamore Row near the Cy-ride Bus Barn, bottom photo of sycamores near ISU power plant, both by Kathy Svec.
Page 32 - FDDM&S on Main Street looking east about 1915 from FTB
Page 33 - Aerial photo of 1915 Ames rail yard from FTB
Page 34 - Photo of Second Iowa State College training detachment for the National Army on July 17, 1918 from AHS
Page 35 - Photos of Julia Laughlin; top left October 22, 1917 from "The North Western, a History of the Chicago & North Western Railway System" by H. Roger Grant, top right 1917 from UPM, bottom left from FTB, and bottom right 1917 from UPM
Page 36 - Photo of Ames City hall in 1916 from FTB
Page 37 - C&NW railroad property valuation in Ames required by the Interstate Commerce Commission, from the National Archives and Records Administration
Page 38 - Top photo shows Ames Main Street in 1915, middle photo shows Ames Depot before subway was added, and lower image is the 1918 Ames depot underground subway plans, all from AHS
Page 39 - Two photos looking north on what is now Stange Road; top shows a crash of 6 dirt cars, and bottom is after the crash, both Courtesy of Iowa D.O.T. from Iowa State Highway Commission Service Bulletin, September-October 1915

Page 40 - Top photo shows Grand Avenue looking southeast with crossing shanty, and lower photo shows crossing tower controlling the Kellogg Avenue crossing gates from FTB
Page 41 - Top photo of railroad control tower in 1958 for both Duff and Kellogg Avenue crossings from FTB, and bottom photo shows Mearl Brown on right in crossing tower from FTB
Page 42 - Photos of WWI Surplus trucks arriving in Ames, both Courtesy of Iowa D.O.T. from Iowa State Highway Commission Service Bulletin, February-March 1920
Page 44 - City of Portland in Ames on April 24, 1947 from AHS
Page 45 - C&NW 1950 brochure for the C&NW 400 fleet from Union Pacific Website
Page 46 - June 1936 C&NW timetable from AHS and BB
Page 47 - Top left is Grand Avenue before underpass construction in 1936, top right looking north from U.S. 30, bottom left shows timbers hold up the tracks during construction, bottom right 1938 aerial view of completed underpass, all courtesy of Iowa D.O.T.
Page 48 - June 1936 local opposition to new underpass from Ames Tribune and FTB
Page 49 - Ames Daily Tribune article from Dec. 11, 1941
Page 50 - Manhattan Project staff at ISU in August 1945 from left: Harley Wilhem, Adrian Daane, Amos Newton, Adolf Voigt, Wayne Keller, C.F. Gray, Frank Spedding, Robert Rundle, James Warf, from Ames Laboratory, U.S. Dept. of Energy
Page 51 - Friendship Train in Ames in 1947 from FTB
Page 52 - Aerial view of Ames depot with sleeper cars on siding in 1949 from AHS, and Main Street of Ames looking east in 1938 from AHS
Page 53 - Interior view of renovated Ames depot in 1951 from UPM, and jeep on railroad tracks from Howstuffworks.com
Page 54 - Photo of C&NW freight train in Ames in 1951 from Hawkeyeland Railroads by Don Hofsommer in 2008 with permission, bottom photo January 1940 C&NW timetable from AHS and BB
Page 55 - Top photo is City of San Francisco in April 1942 in Ames from AHS, bottom is 1937 streamliner in Ames with wooden fence between the tracks from "Streamliners: History of a Railroad Icon" by Mike Schafer and Joe Welsh, Andover Junction Publications, 2002
Page 56 - Ames depot at night in 1951 both from UPM
Page 57 - October 1955 C&NW Timetable from AHS and BB
Page 58 - March 15, 1960 article from the Ames Tribune
Page 59 - Aerial view of Ames yard and new parking lot from FTB
Page 60 - Removal of tracks in downtown yard April 22, 1966 from AHS
Page 61 - Sept. 21, 1965 Ames Tribune article on derailment at 9th street , and Oct. 26, 1967 Ames Tribune article on completion of parking lot using former C&NW railroad yard from microfilm.
Page 62 - Photo of railroad car display case by Kathy Svec
Page 63 - Top is 1950 switching yards from FTB, and bottom is 1960's Ames rail yard looking east from the depot by FTB
Page 64-65 - C&NW All-Time System Map from CNWHS
Page 66 - Two trains passing in Ames from Internet photo website
Page 67 - C&NW 8688 from Internet photo website
Page 68 - Various Ames Tribune clippings and notes from Mayor Goodland Archive at AHS
Page 69 - Original C&NW depot on Duff Avenue before it was torn down from Iowa D.O.T, and Amtrak in Ames in July 1986 from FTB
Page 70 - Amtrak in Ames in July 1986 from FTB
Page 71 - A coal train passing through Ames shows the automated horn on dark pole, "X" sign tells the railroad engineer that the automated horn is operational from Iowa D.O.T, and Barilla plant in Ames served by UP from Barilla Website
Page 72 - Photos of circus train unloading in Ames in 1990 by Peggy Baer
Page 73 - Derailment of C&NW over Grand Avenue April 28, 1981 from Ames Tribune photos
Page 74 - Stewart Buck image with permission
Page 75-77 - Photos by Peggy Baer, top right photo on page 76 from AHS
Page 78 - Images of two street banners made by the Union Pacific Railroad with permission from UPM
Page 79 - Promotional piece for Business after Hours produced by the Union Pacific Railroad
Page 80-81 - Union Pacific 150 Anniversary timeline with permission from Union Pacific Railroad
Page 82-84 - Exhibition boards prepared by Kathy Svec
Page 85 - Photos of the two exhibits on loan from UPM by Peggy Baer
Page 86 - Photo of Steam Locomotive 844, going under the 6th St. viaduct, arriving for a whistle stop near the Ames High School by Tom Emmerson
Page 87 - Mail flyer prepared by the Octagon for the Exhibition
Page 88 - List of Gallery Talks at the Octagon Center for the Arts
Page 89-91 - Photos by Peggy Baer

blurb

Ames Historical Society

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